

# SOUTH NASHVILLE COMMUNITY PLAN 2007 UPDATE

Adopted December 13, 2007



Planning Department  
Metropolitan Nashville-Davidson County, Tn.



Certified per TCA 13-4-202 as a part of the Nashville-Davidson County General Plan adopted by the Metropolitan Nashville-Davidson County Planning Commission and including all amendments to this part as of December 13, 2007.

*Rubal Ushant*

Executive Secretary





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METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

Resolution No. 2007-382

“WHEREAS, the Metropolitan Planning Commission directed Planning Department staff to conduct open community meetings to provide the community the opportunity to work with the staff on the updating of the *Subarea 11 Plan: 1999 Update* that was adopted on April 25, 1999; and

WHEREAS, from March through October, 2007 the Metropolitan Planning Department staff working extensively with residents, Councilmembers, property owners, and civic and business interests, including conducting nine meetings in the community, prepared an updated plan for the South Nashville community, also known as Subarea 11, and detailed design plans for four neighborhoods along the Nolensville Pike corridor; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on December 13, 2007 to obtain additional input regarding the proposed *South Nashville Community Plan: 2007 Update* and the *Nolensville Pike Corridor Detailed Neighborhood Design Plan* as an appendix to the community plan; and

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby ADOPTS the *South Nashville Community Plan: 2007 Update* (Subarea Plan) and the *Nolensville Pike Corridor Detailed Neighborhood Design Plan* as an appendix to the community plan, in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county. The *South Nashville Community Plan: 2007 Update* is also adopted as part of the General Plan.

/S/ James McLean  
James McLean, Chairman

Adoption Date: December 13, 2007

Attest:  
/S/ Rick Bernhardt  
Rick Bernhardt, Secretary and Executive Director

RESOLUTION NO. RS2008-265

A resolution accepting the 2007 Plan Update for the South Nashville Community, including the Nolensville Pike Corridor Detailed Neighborhood Design Plan, adopted by the Metropolitan Planning Commission on December 13, 2007.

Whereas, Section 18.02 of the Charter of the Metropolitan Government of Nashville and Davidson County requires that zoning regulations be enacted by the Council “only on the basis of a comprehensive plan prepared by the Metropolitan Planning Commission;” and

Whereas, the Metropolitan Planning Commission, in order to fulfill its duty to develop and maintain the General Plan to provide the basis for zoning decisions, has divided the County into fourteen subareas and developed specific plans for each such subarea; and

Whereas, the Plan for Subarea 11 encompasses the community traditionally known as South Nashville; and

Whereas, the Metropolitan Planning Commission directed its staff to work with South Nashville citizens to conduct public meetings and take such other steps deemed necessary to provide public input and review needed to update the Subarea 11 Plan; and

Whereas, nine community meetings were held between March and October 2007, at which community members worked extensively with Planning Department staff to develop their vision for the future of South Nashville Community and four of its neighborhoods, and

Whereas, the 2007 Plan Update for the South Nashville Community was approved by the Metropolitan Planning Commission, following a public hearing, on December 13, 2007; and

Whereas, it is fitting and proper that the Metropolitan Council recognize the efforts of South Nashville citizens in developing the updated community plan and detailed design plans.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

SECTION 1. The Metropolitan Council hereby goes on record as accepting the Updated Plan for the South Nashville Community which was adopted by the Metropolitan Planning Commission on December 13, 2007.

SECTION 2. The Metropolitan Council further resolves to work with members of the South Nashville community and the Metropolitan Planning Commission to discuss and develop measures that will contribute to the achievement of these community and neighborhood plans.

SECTION 3. This Resolution shall take effect from and after its adoption, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

_____	_____
<i>/S/ Anna Page</i>	_____
_____	_____
<i>/S/ Carl Burch</i>	_____
_____	_____
<i>/S/ Sandra Moore</i>	_____
_____	_____
<i>/S/ Phil Claiborne</i>	_____
_____	_____

ADOPTED: May 20, 2008

## EXECUTIVE SUMMARY

The South Nashville Community Plan: 2007 Update (South Nashville Community Plan) replaces the Subarea 11 Plan updated in 1999. It will guide the community's development over the next seven to ten years. The community plan update occurred over a nine month period with the participation of over 200 residents, civic and community leaders, property owners and business owners working to assess growth and development options, discern a shared vision for future growth, and adopt development goals, design principles, land use policies and other tools to achieve that vision.

The South Nashville Community has played a unique role in Nashville, both historically and today. With its proximity to Downtown, South Nashville was home to some of the earliest residential neighborhoods. The convergence of three historic pikes – Murfreesboro, Nolensville and Lebanon – and the introduction of the rail lines and the switchyard, propelled South Nashville to also develop as a commercial and industrial center. The balance of employment center and residential center is still present today; development in South Nashville is split between office, commercial and industrial uses at 38 percent of the community's acreage and residential development at 35 percent. Maintaining that "jobs/housing" balance while ensuring that commercial and industrial sites are designed to complement the community has been a goal of the South Nashville Community that is reflected in this community plan.

South Nashville is a developed community, and its land use pattern

has changed little since the 1999 plan update. The lack of change in land use patterns from 1999 belies the fact that South Nashville has several neighborhoods and corridors that are growing – areas that are stronger and more attractive to new businesses and residents. This is due, in part, to the diversity of residents and businesses in South Nashville, which was noted by the community as a strength.

The growing strength of neighborhoods and corridors in South Nashville was evident in the participation by residents, business owners, property owners and institutional representatives in the community plan update process and in the vision voiced by this group. The stakeholders voiced a clear vision for creating a new development pattern on corridors and neighborhood centers or, more accurately, re-creating a historically proven pattern of providing commercial services that meet the daily needs of residents at strategically placed commercial nodes within walking distance of existing neighborhoods. The South Nashville Community Plan lays the

groundwork to achieve this vision by using land use policy to locate commercial nodes along major corridors and providing design guidelines to ensure that the mixed use and commercial development serves the surrounding community well.

While creating more attractive commercial for local residents, community members also voiced commitment to preserving existing neighborhoods, which are largely single family with some duplexes, and to providing new housing options, including townhomes and stacked flats, in strategic locations – primarily in neighborhood centers or along corridors. The preservation of existing neighborhoods and the creation of new housing opportunities reflected the community's commitment to providing the housing options for current and new residents to preserve diversity in the community. The South Nashville Community Plan uses land use policy to reinforce the development pattern of existing neighborhoods and to thoughtfully locate additional housing options in strategic locations, generally between commercial



*Mount Olivet Cemetery*

nodes, to provide housing choice and additional customer base for new businesses.

Community stakeholders also noted, during the community plan update, an interest in striking a healthy balance between employment, residential and recreational opportunities. The South Nashville Community Plan seeks to implement that balance by considering the balance of land dedicated to commercial/industrial/office and to residential today, what that distribution should be in the future, and, most importantly, how the transitions between these development types should function to ensure the growth of employment and residential development. Recommendations for improvement of existing open spaces and public benefit land uses and new open spaces are also proposed to ensure that South Nashville is a community where one can work, live and play.

Finally, because land use and

transportation planning are closely linked, the South Nashville Community Plan provides recommendations for transportation improvements across many modes of transportation – vehicular, transit, cycling and pedestrian travel. The Transportation Plan included in this document encourages increased connections between streets to offer alternate routes and reduce pressure on major streets. The transportation plan calls for widening some major and collector streets, although none of these projects are currently funded. One goal for the development pattern on Nolensville Pike is to complement and leverage improved transit service.

In the Strategic Plan for Bikeways and Sidewalks, bikeways are already envisioned on most of the major streets. Likewise, because of the urban development and proximity to schools, several areas rank high for Metro to provide sidewalks. The South Nashville Community Plan

does encourage sidewalks in areas of high pedestrian traffic, and in new development.

### CONCLUSION

The South Nashville Community Plan: 2007 Update reflects the values and vision of the participants in the planning process, balanced with sound planning principles to achieve a realistic long-term plan for growth and development. The development goals, design principles, land use policies, special policies, Transportation Plan and Open Space Plan should be used by elected officials, government agencies, property owners, business owners and community residents to guide growth over the next seven to ten years to achieve the community's vision of invigorated corridors that provide services for the surrounding neighborhoods, strengthened existing neighborhoods and new housing options, a balance of employment, residential and recreation.



*Wimpole Drive Area Homes*

## CHAPTER I HOW TO USE THIS PLAN

The South Nashville Community Plan: 2007 Update (South Nashville Community Plan) is a Community Plan with Detailed Neighborhood Design Plans for neighborhoods that need additional design guidance. The South Nashville Community Plan establishes guiding principles for public and private investment and provides specific recommendations, goals and objectives, and design standards for South Nashville and individual neighborhoods to implement the community's vision for future growth.

The South Nashville Community Plan is one of fourteen Community Plans encompassing the entirety of Nashville/Davidson County. Each of the fourteen Community Plans is part of Nashville's General Plan, Concept 2010. The South Nashville Community in relation to Metropolitan Nashville/Davidson County is shown in Figure 1.

### THE SOUTH NASHVILLE COMMUNITY PLAN IN RELATION TO LARGER PLANNING EFFORTS

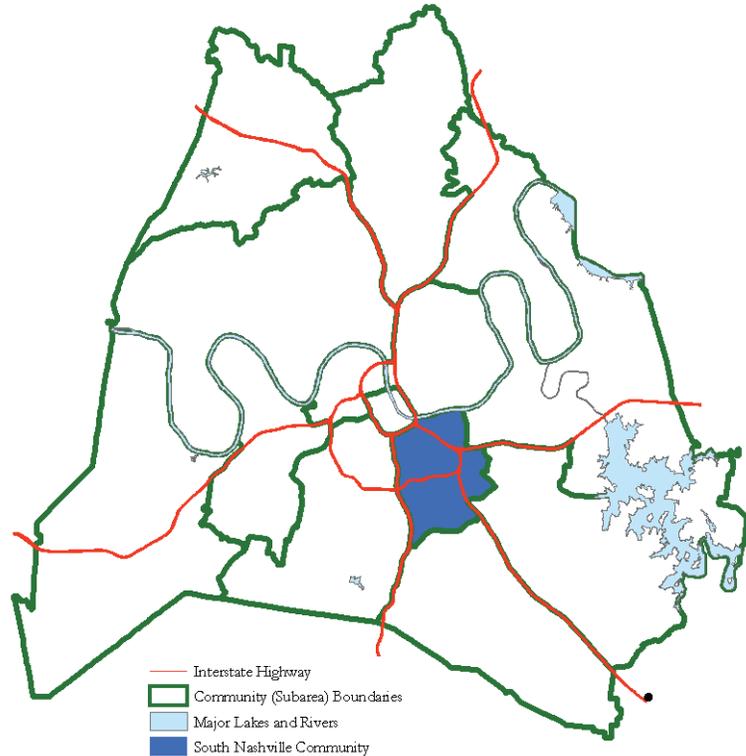
State law (TCA 13-3-301 through 304 and TCA 13-4-201 through 203) charges municipal governments with creating a general plan to guide future development decisions. Concept 2010 is Nashville/Davidson County's general plan, adopted by the Metro Planning Commission in 1992.

The authors of Concept 2010 thoughtfully chose to structure the general plan to ensure that the plan would be a timely, relevant, mean-

ingful guide rather than a static document. As the document states, "Rather than formatting a plan in one document that might remain static for twenty or even thirty years, this Commission has chosen a general plan consisting of a twenty year overview, which is the guiding document, and various functional plans, locational or subarea plans and various implementation tools that would be reviewed on a more frequent basis." The South Nashville Community Plan is one of fourteen subarea or community plans, updated every seven to ten years that are designed to guide public and private development decisions to create the community envisioned by community stakeholders.

The South Nashville Community

**FIGURE 1  
SOUTH NASHVILLE  
COMMUNITY IN NASHVILLE/  
DAVIDSON COUNTY**



Plan has now been updated twice since the adoption of Concept 2010. It retains the spirit of Concept 2010 and adheres closely to Concept 2010's main tenets. Most importantly, the South Nashville Community Plan embodies Concept 2010's commitment to what the Metro Planning Commission has come to discuss as sustainable development.

Sustainable development is understood as having four core elements, each of which is found in Concept 2010:

1. A commitment to balancing growth with the social/cultural identity of the community and with protection of the environmental assets of the County;

2. A commitment to creating development that is beneficial to the community today and in the future;
3. A commitment to engaging all stakeholders in planning for growth and development in Nashville/Davidson County; and
4. A commitment to thinking regionally in planning for the growth and development of Nashville/Davidson County.

Concept 2010 repeatedly links quality of life with economic development, noting that Nashville/Davidson County's quality of life is its economic advantage in attracting new businesses and retaining and growing existing businesses. As in many communities in Nashville/Davidson County, the residents, business owners and institutional leaders in South Nashville are open to development, but they also value their unique neighborhoods – both their physical attributes and their neighborhoods' character – and the open space and other environmental features present in the community. South Nashville community members recognize, as Concept 2010 did, that the relationship of growth, social/cultural identity of the community and environmental protection does not require a choice between elements, but a commitment to ensuring all three.

The result is a Community Plan that preserves and protects existing vibrant neighborhoods, while providing additional housing in strategic locations, often along corridors such as Nolensville Pike, to draw more businesses and services to serve existing and future neighborhoods. The South Nashville Community Plan also calls for the creation of mixed use centers with office, commercial and residential, at a small

neighborhood scale and a larger community scale to provide amenities for residents and guests. The South Nashville Community Plan preserves existing areas of industrial and commercial development that give South Nashville its unique balance of employment and residential, while offsetting these areas with plans for open space – improving existing open space and adding new parks and greenways.

Sustainable development is most frequently understood in the second form discussed above - in terms of development that benefits today's residents and future generations. Concept 2010 addresses this aspect of sustainable development in several ways including placing a premium on creating development that protects quality of life for long-term economic viability of the community as well as coordinating development to ensure that public services and infrastructure keep pace with development so new development does not place onerous burdens on current and future residents.

The community members in South Nashville wrestled with similar is-

ues when creating the South Nashville Community Plan. The community emphasized creating residences, businesses and open spaces that will enhance the community today and for future generations in a manner that provides necessary infrastructure and service improvements. Especially along Nolensville Pike, this was accomplished by encouraging a built environment that will be pedestrian friendly to serve residents in surrounding neighborhoods by providing attractive destinations and services within walking distance. The Community Plan also calls for some additional road connections and rethinks the expansion of existing roads to provide for multiple means of transportation – vehicular, bicycle and pedestrian – while preserving existing neighborhoods and corridors in their current form.

Community Planning in Nashville/Davidson County relies on stakeholder engagement as set forth in Concept 2010. A series of growth management forums to gather public input informed Concept 2010. Likewise, the Metro Planning Department utilizes community



*Community Plan Meeting in March*

meetings and other channels for public input in creating the community plans. Community members in South Nashville met several times in an iterative process to refine the South Nashville Community Plan. A separate series of community meetings was held to create the Nolensville Pike Corridor Detailed Neighborhood Design Plan.

As to the final element of sustainable development, Concept 2010 lists among the tenets of its basic mission, “To acknowledge the importance of the surrounding region in Nashville’s growth and development.” While South Nashville is one of fourteen communities, it plays a vital role in the region. This is discussed in further detail in South Nashville’s Regional Role. Suffice it to say that South Nashville plays a unique role in the many systems in the region, for example, in the regional transportation system. South Nashville is home to Radnor Yards, one of the primary railyards in the region. With significant industrial and commercial development, South Nashville also has a rare balance of employment and residential development, providing residents with nearby employment and short commutes.

In the South Nashville Community and in all fourteen planning communities, Metro Planning staff work with community members to create a plan that adheres to, but also enhances and refines, the guiding tenets of Concept 2010 as embodied in the concept of sustainable development. The South Nashville Community Plan explains South Nashville’s role in growth and development in Nashville/Davidson County and in the region and provides a plan of action for creating the community envisioned

by its residents, business owners and institutional leaders.

## THE GENERAL PLAN

Concept 2010, the General Plan for Nashville/Davidson County, establishes the general philosophy of future growth in the County. The General Plan is not a single document, but a group of related documents. The primary document is Concept 2010, which establishes the most general vision for growth and development. Concept 2010 contains broad, long-term, county-wide policies foundational for the more detailed planning conducted for each community.

In addition to Concept 2010, the General Plan includes fourteen community plans and several functional plans that provide in-depth study of specific topics. The functional plans, developed in conjunction with other Metropolitan Government departments, include plans for transportation, economic development, historic preservation, parks and recreation, and housing. The community plans and functional plans are adopted as part of

the General Plan, but are reviewed and updated more frequently than the General Plan.

## THE SOUTH NASHVILLE COMMUNITY PLAN

In 1988, Nashville was divided into fourteen communities for the purpose of future planning. Each community has a unique character and faces distinctive growth challenges and opportunities. Focusing on smaller geographic areas allows for greater citizen participation in the planning process and ensures that community plans are responsive to community input.

The primary products of the South Nashville Community Plan are Land Use Policies, guiding principles, infrastructure recommendations and urban design guidelines to direct South Nashville development. The land use policies, which are described in greater detail in the Land Use Policy Application found on the Metro Planning Department website, provide guidance on the use and intensity of land. The land use policies are derived from the



*Nolensville Pike Corridor Design Plan Meeting in July*

general growth philosophy and policies outlined in Concept 2010 and from time-honored planning principles. The land use policies provide guidance on recommendations for future zone change and subdivision applications. The guiding principles and infrastructure recommendations are drawn from community discussion throughout the plan update process. The urban design guidelines discuss the relationship of buildings to streets and open spaces. These draw from tested planning principles and are tailored to achieve the community's goals for future growth and development.

### IMPACT OF THE SOUTH NASHVILLE COMMUNITY PLAN

The primary purposes of the South Nashville Community Plan are to establish a clear vision of the kind of place the community's residents, businesses and institutions would like it to be in the future, and to provide a course of action to build the envisioned community. The main function of the South Nashville Community Plan is to guide public and private decisions and actions that shape the future development in South Nashville.

Key decisions guided by the South Nashville Community Plan include:

- 1) Public and private investment decisions about where to build infrastructure and buildings;
- 2) Metro Planning Commission's recommendations and Metro Council's actions regarding zone change proposals;
- 3) Metro Planning Commission's actions regarding subdivisions; and

4) Metro Planning Commission's recommendations to Metro Council about the creation, extension and replacement of public facilities such as sidewalks, roads, bridges, etc. and the sale of surplus public property.

The South Nashville Community Plan also guides Metro Government's annual Capital Improvements Budget and Program that is prepared and recommended by the Metro Planning Commission and adopted by Metro Council. Finally, the South Nashville Community Plan serves as the basis for more detailed planning, the Detailed Neighborhood Design Plans, that have been created for selected neighborhoods and are separate documents but remain part of the South Nashville Community Plan.

Because community plans are intended to represent the vision of the entire community, all of the community's constituents – neighborhood and business organizations, residents, developers, institutional representatives and property owners – are welcomed participants in creating and using the plan.

### DETAILED NEIGHBORHOOD AND CORRIDOR DESIGN PLANS

During the creation of the Community Plan, Metro Planning staff and the community explore which neighborhoods and/or corridors require additional planning guidance, in the form of a Detailed Neighborhood Design Plan or DNDP. A DNDP may be advisable if a neighborhood or corridor is experiencing growth pressure or is concerned about decline. A DNDP addresses land use, transportation and community design at the neighborhood level. It provides more specific land use policy recommendations than the broader South Nashville Community Plan, guiding the appropriate land use, development character and design intent for each neighborhood. The DNDP refines the land use policy and makes recommendations on land uses and building form on a block by block and building by building basis.

Several neighborhoods in South

*Final Community Plan Meeting in October*



Nashville were noted, by staff or the community, as needing additional planning guidance. A DNDP (separate document) for four neighborhoods surrounding the Nolensville Pike corridor from I440 to Grassmere Zoo was created during the South Nashville Community Plan update. When completed, the Murfreesboro Pike Corridor design plan will also be a separate document.

### PLANNING TO ZONING

While the Community Plan and the DNDPs are future planning documents, these documents often set the stage for individual property owners or groups of owners to change their zoning to fully realize the future plan. The DNDP is the first step toward developing an Urban Design Overlay (UDO) or to rezone an area to a Specific Plan District (SP).

The UDO is an additional layer of zoning that overlays base zoning and allows for additional urban design regulations. The SP is a base zoning district where the rules of development are created to be more specific to the proposed development or to achieve a specific vision. Both tools are used to achieve more specific, higher design standards than traditional base zoning would allow.

The UDO and the SP are a logical next step from the DNDP if the community wishes to fully implement the vision of the DNDP. While the DNDP applies land use policy, which guides decisions on future zone change and subdivision requests, the UDO and the SP actually change zoning and have regulatory effect. After a UDO or SP is adopted at Council, any final development construction plans submitted for approval of develop-

ment within the UDO or the SP must be reviewed to ensure that they follow the standards stipulated in the UDO or the SP.

### INTERPRETING THE MAPS

The South Nashville Community Plan includes a number of maps. The primary map is the Land Use Policy Plan.

The South Nashville Land Use Policy Plan map displays the broad level land use policies. Recall that the land use policies guide decisions on the future use of land within South Nashville. The policies of this Land Use Policy Plan reflect the development goals found in Chapter IV, they correlate with the Community Transect discussed in Chapter III, and complement the Vehicular Transportation Plan, the Pedestrian and Bicycle Network Plan and the Open Space Plan discussed in Chapter III.

*Metro Planning Commission - considers each zone change proposal in a public hearing and makes a recommendation to Metro Council based on plan adopted by the Planning Commission.*



*Zoning that regulates development and implements the plan is adopted by the Metropolitan Council. Besides the Planning Commission recommendation, adoption includes three readings by Council, the second of which is a public hearing.*



**NOLENSVILLE PIKE  
CORRIDOR DETAILED  
NEIGHBORHOOD DESIGN  
PLANS**

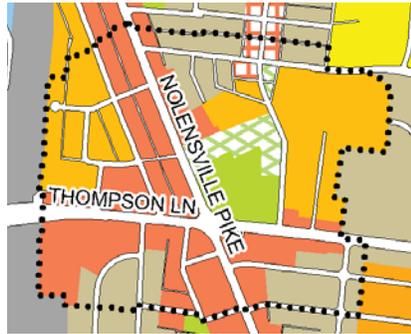
As noted above, a DNDP for the Nolensville Pike Corridor was completed during the South Nashville Community Plan update and is available separately. To provide an overview of how DNDPs supplement Community Plans, however, a brief description of the further level of detail in a DNDP is warranted. The progression from community-level land use policy to detailed site-specific plans is shown in the series of graphic to the right.

In DNDPs, a Concept Plan map (graphic #2) provides the grand vision for how current land uses should transition, over time, into the land uses envisioned by the neighborhood. Although the South Nashville Community Plan (graphic #1) is designed as a five to seven year plan, the Concept Plan is a much longer range plan and may not be fully realized in the next five to seven years.

The Detailed Land Use Plan map (graphic #3) further refines the community-level Structure Land Use Policy Plan map to more specific land uses, types and intensities of development and patterns of development. This map describes “what” can be developed.

Finally, the Building Regulating Plan map (graphic #4) describes “how” the various properties should be developed. The Building Regulating Plan map describes how, on a parcel-by-parcel basis, the guiding development goals and design principles for the DNDP are to be implemented on the ground through specific tools and guidelines.

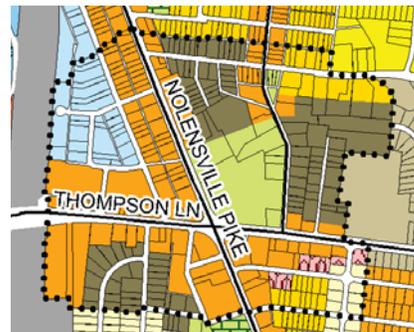
**1** Community Structure Land Use Policy



**2** Neighborhood Development Concept



**3** Neighborhood Detailed Land Use Plan



**4** Neighborhood Building Regulating Plan



## CHAPTER II SOUTH NASHVILLE CURRENT CONDITIONS

### THE REGIONAL CONTEXT - SOUTH NASHVILLE AS PART OF THE LARGER REGION

Nashville plays several crucial roles in the Middle Tennessee Region, including economic engine; center of government, culture and recreation; host to unique natural features and environmental treasures; and home to hundreds of thousands of residents in settings from rural Joelton to the urban core of Downtown. South Nashville contributes to a number of these roles.

The South Nashville Community Plan: 2007 Update (South Nashville Community Plan), considers the elements of the natural and built environment in South Nashville – from open space and natural features to buildings and streets – as part of a larger system that must work cohesively to be successful. Likewise, South Nashville is part of a larger system of Nashville/Davidson County and even the greater Middle Tennessee Region, providing employment, residence, open space and transportation elements to the greater region (see Figure 2.) This section briefly describes South Nashville’s role in Nashville/Davidson County and the larger Middle Tennessee Region.

#### ECONOMIC ENGINE – COMMERCIAL AND INDUSTRIAL DEVELOPMENT

South Nashville contributes to Nashville’s role as the economic engine of the region by hosting a significant portion of office, commercial and industrial land. In 2007,

nearly 3,000 acres of South Nashville is used for office, commercial, industrial and parking uses. This represents 12.5 percent of Davidson County’s estimated 23,585 acres in those uses, reflecting an important concentration of business activities in South Nashville.

The concentration of office, commercial and industrial uses is driven, in part, by the accessibility of South Nashville, which is connected to I65, I440, I24 and rail lines at Radnor Yard. Nashville is somewhat unique in that three interstates converge in the city. The permeability of South Nashville to these interstates and to rail make the community an attractive home for office, commercial and industrial uses, meeting a critical need for the city and region..

*Radnor Yard*



#### RESIDENTIAL DEVELOPMENT

South Nashville’s concentration of office, commercial, industrial and parking uses creates a situation fairly unique in Nashville/Davidson County, what is called “jobs/housing balance”, where there is significant employment in close proximity to residences. Office,

commercial and industrial uses make up 38 percent of the land, while residential use represents 35 percent of land use. The remaining land is 17 percent community services and open space, and 8 percent vacant land. The result is that residents of South Nashville have more opportunities than most Nashvillians to live and work in the same community.

*Typical mid-1950s South Nashville house*



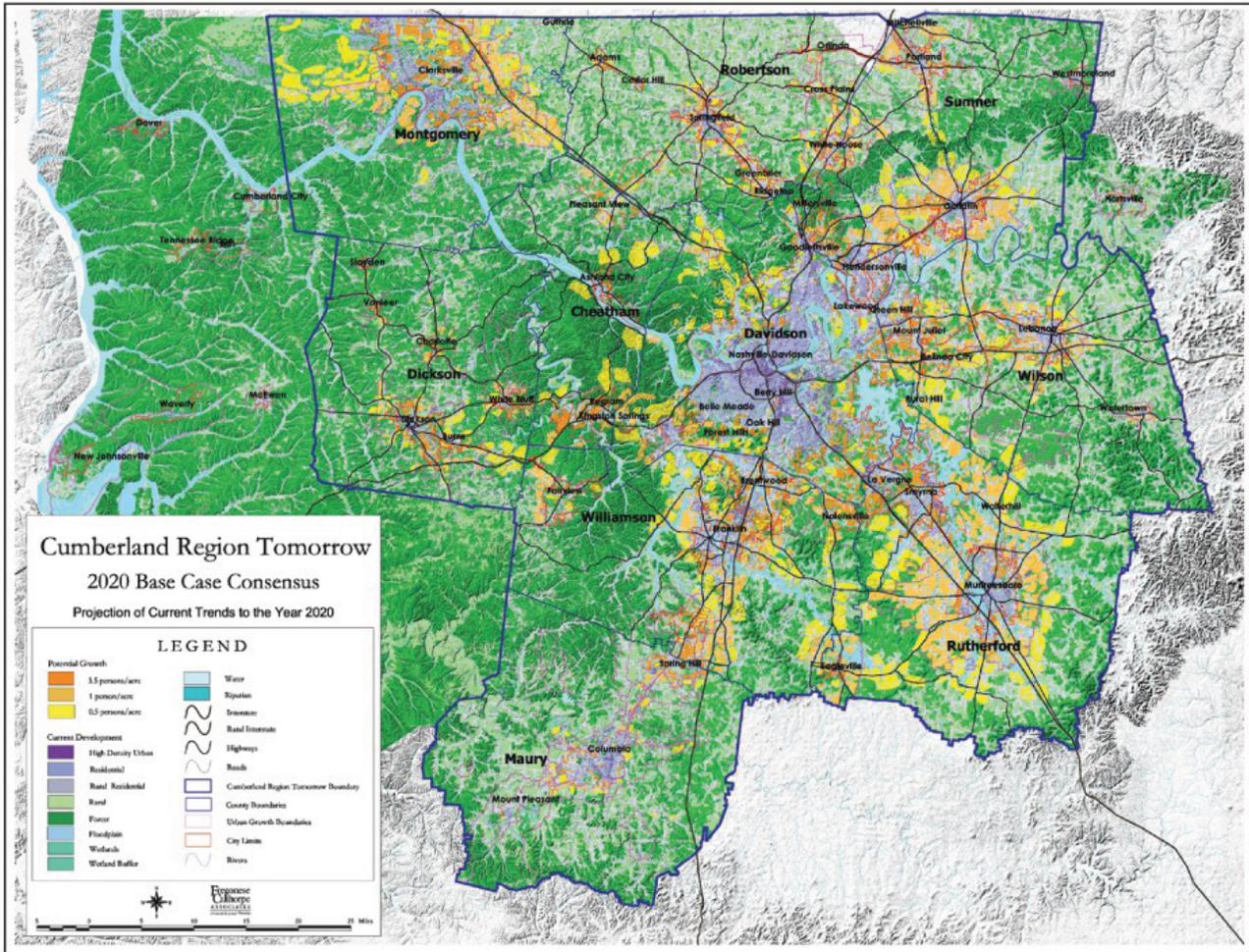
In addition to lessening commuting times, this creates a unique sense of investment in the community.

There is a diversity of housing types and settings in South Nashville although on a smaller spectrum than the rest of Davidson County. Inner-ring neighborhoods such as Wedgewood-Houston, Chestnut Hill, Woodbine and Radnor provide urban housing options, while Glenclyff Estates, Patricia Heights, Raymond Heights, and others offer a more suburban setting. South Nashville residents are strongly committed to preserving the character of existing neighborhoods while providing additional housing options, primarily along corridors such as Nolensville Pike, to attract more businesses.

#### RECREATION – COMMUNITY SERVICES AND OPEN SPACE

South Nashville’s primary contribution to the Middle Tennessee Region in community services and open space is the Adventure Science

**FIGURE 2  
NASHVILLE IN THE CUMBERLAND REGION**



Center and historic Fort Negley Park. The Adventure Science Center has long been a draw to residents of, and visitors to, Nashville/Davidson County. The Center is currently expanding with the renovation of the Sudekum Planetarium and the addition of a Sky and Space Wing, to be completed in 2008.

Fort Negley Park, a fortification built by Union soldiers after the fall of Nashville in 1862, is another significant regional and national draw that is also currently under renovation. With few remaining Civil War sites in Nashville/Davidson County and improvements to Fort Negley including a new interpretive walking path and a visitor's center under construction, the fort's importance in the area of cultural tourism will increase significantly in the future.

**NATURAL FEATURES AND ENVIRONMENTAL TREASURES**

The primary sensitive natural features in South Nashville surround the major waterways that pass through the community – segments of the Cumberland River, Mill Creek and Browns Creek. Given restrictions on building structures in the floodplain, it is an excellent location for greenways. Greenways are envisioned along all three major waterways mentioned above, with details included in the Open Space Plan section of this document. The greenways planned for South Nashville are part of a master plan for greenways in Nashville/Davidson County administered by the Metro Parks Department. The Metropolitan Planning Organization (MPO - the regional transportation planning body), reviews and guides greenway development as an important element of bicycle and pedestrian transportation planning across its

seven-county jurisdiction.

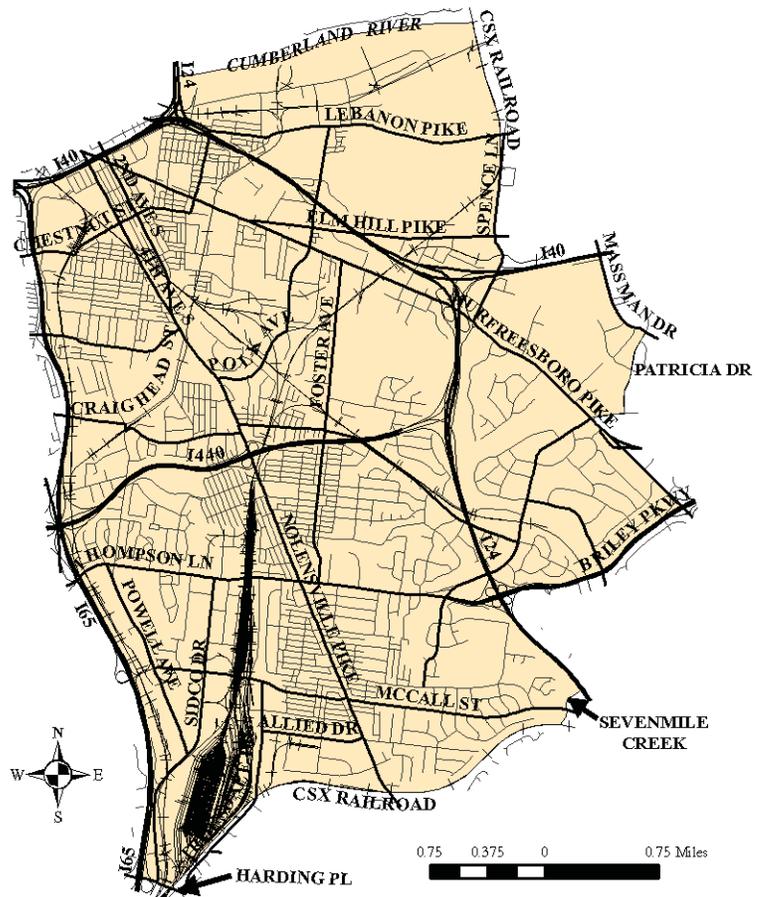
Finally, South Nashville boasts archeological sites and areas that contain rare or endangered plant or animal species. These areas are not named, due to their sensitive nature, but are on file at the Tennessee Department of Environment and Conservation (TDEC). Two areas that are noted are a privately owned 15 acre island in Mill Creek south of Murfreesboro Pike that is a habitat for black and yellow-crowned herons and a 46 acre flood plain area north of Murfreesboro Pike along Mill Creek owned by the State of Tennessee. Both provide important natural habitats and open space

along the creek.

**COMMUNITY PROFILE**

The South Nashville Community is centrally located, extending from the edge of Downtown southward about five miles to the Nashville Zoo at Grassmere and from I65 eastward to the Donelson/Airport/Antioch areas. As shown in Figure 3, it is bounded on the north by I40 and the Cumberland River. On the east side, it is bounded by the CSX railroad, I40, Massman Drive, Patricia Drive, Kermit Drive, Murfreesboro Pike, Briley Parkway and I24. The CSX railroad and a

**FIGURE 3  
SOUTH NASHVILLE  
COMMUNITY BOUNDARIES**



short segment of Harding Place make up the southern boundary and I65 is the western boundary. In terms of total land area, South Nashville is one of Nashville's smallest communities, containing only about 3 percent of Davidson County's acreage. Of Nashville/Davidson County's 14 planning communities, only Downtown and North Nashville are smaller.

South Nashville is predominantly developed and has a diversity of land uses. Almost 57 percent of the community's land contains nonresidential uses. Those uses dominate the northern and western sections of South Nashville. Among the more prominent nonresidential uses are the Tennessee State Fairgrounds, Trevecca Nazarene University, CSX Radnor rail switch yard, and 100 Oaks—one of Nashville's earliest suburban shopping centers. Over 35 percent of the community's land contains residential uses and about 8 percent is classified as vacant. The Nolensville Pike corridor is characterized by classic, older urban residential neighborhoods adjacent to mostly strip, nonresidential development along the pike. The southeastern section of the community is predominantly newer residential and commercial development that is mostly suburban in character.

With the commercial and industrial development, the community has a significant economic base and is one of Nashville's major employment concentrations. There were an estimated 73,000 jobs in South Nashville in 2006; about five times the roughly 15,000 community residents who were employed at that time.

South Nashville is well served by major transportation facilities. While

the transportation facilities serve the commercial and industrial development and provide important services to the community, the Interstates and rail lines are also barriers that divide and restrict movement within the community.

South Nashville contains most of Metro Council Districts 16 and 17

as established in 2001, and small parts of Districts 13 and 15. Most of the incorporated City of Berry Hill is located in the western section of the South Nashville Community. Berry Hill, which has its own zoning and subdivision authority, covers less than five percent of the community. Berry Hill is very mixed use in character and includes a sizeable

SOUTH NASHVILLE COMMUNITY QUICKFACTS					
QuickFacts		Davidson County		South Nashville	
		#	%	#	%
<b>Population</b>	Total	569,891	n/a	30,447	5.6%
<b>Race</b>	White	381,783	67.0%	18,620	58.3%
	Black or African American	147,696	25.9%	8,292	26.0%
	American Indian/ Alaska Native	1,679	0.3%	83	0.3%
	Asian	13,275	2.3%	1,140	3.6%
	Native Hawaiian or Pacific Islander	403	0.1%	68	0.2%
	Other Race	13,816	2.4%	2,592	8.1%
	Two or More Races	11,239	2.0%	1,149	3.6%
<b>Ethnicity</b>	Hispanic or Latino	26,091	4.6%	4,118	12.9%
<b>Age</b>	Less than 18	126,447	22.2%	7,256	22.7%
	18-64	380,000	66.7%	20,872	65.3%
	Greater than 64	63,444	11.1%	3,816	11.9%

Data Source: 2000 Census of Population and Housing - SF1 Data (short form)

SOUTH NASHVILLE COMMUNITY QUICKFACTS					
QuickFacts		Davidson County		South Nashville	
		#	%	#	%
<b>Population</b>	Total	569,891	n/a	30,447	5.5%
	Household Population	545,686	95.8%	29,334	96.3%
	Nonhousehold Population	34,548	6.1%	1,113	3.7%
	Population, 1990	510,784	n/a	32,078	6.3%
	Population Change, 1990 - 2000	59,107	11.6%	-839	-2.6%
	Population Estimate, 2005	607,413	n/a	30,410	n/a
	Population Change, 2000 - 2005	37,522	6.6%	-37	-0.1%
	Population Projection, 2010	619,771	n/a	28,799	4.6%
	Population Change, 2000 - 2010	49,880	8.8%	-2,440	-7.8%
	Population Density (persons/acre)	1.69	n/a	3.16	n/a
	Average Household Size	2.30	n/a	2.25	n/a
	Male	275,530	48.3%	15,322	49.0%
	Female	294,361	51.7%	15,917	51.0%
<b>Families</b>	Total	139,234	58.6%	7,149	n/a
	Married Couple Families with Children	41,006	29.5%	1,901	26.6%
	Single Parent Families with Children	23,874	17.1%	1,663	23.3%
	Female Householder with Children	19,985	14.4%	1,445	20.2%
<b>Race</b>	White	382,008	67.0%	18,907	60.5%
	Black or African American	147,862	27.1%	7,845	25.1%
	American Indian/ Alaska Native	1,978	0.3%	93	0.3%
	Asian	11,691	2.1%	1,149	3.7%
	Native Hawaiian or Pacific Islander	400	0.1%	72	0.2%
	Other Race	13,535	2.4%	2,023	6.5%
	Two or More Races	12,417	2.2%	1,150	3.7%
<b>Ethnicity</b>	Hispanic or Latino	25,597	4.5%	3,716	11.9%
<b>Age</b>	Less than 18	126,409	22.2%	6,951	22.3%
	18-64	379,939	66.7%	20,380	65.2%
	Greater than 64	63,543	11.2%	3,908	12.5%

Data Source: 2000 Census of Population and Housing - SF3 Data (long form)

portion of Woodlawn, one of South Nashville’s large cemeteries.

Because it is mostly developed, South Nashville contains few undisturbed natural features or areas. The Cumberland River, Mill Creek and Browns Creek are three main water courses in the community.

The South Nashville Community’s total population was 30,447 in 2000. It is projected to decrease by 5.4 percent to 28,799 in 2010. In comparison, the County population is projected to increase by 8.8 percent to 619,771 by 2010. In 2000, 58.3 percent of the South Nashville Community’s residents classified their race as White, compared to 67.0 percent for the County. Meanwhile, 26.0 percent classified their race as Black or African American compared to 25.9 percent for the County. And, 12.9 percent classified their race as Hispanic or Latino compared to 4.6 percent for the County. For additional demographic information about the community, see the two tables entitled “South Nashville Community QuickFacts.”

SOUTH NASHVILLE COMMUNITY QUICKFACTS					
QuickFacts		Davidson County		South Nashville	
		#	%	#	%
<b>Housing Units</b>	Total	252,977	n/a	14,727	5.8%
	Owner Occupied	131,384	55.3%	5,025	34.1%
	Renter Occupied	106,021	44.7%	8,628	58.6%
	Occupied	237,405	93.8%	13,653	92.7%
	Vacant	15,572	6.2%	1,074	7.3%
<b>Travel</b>	Mean Travel Time to Work (min)	22.2	n/a	23.9	n/a
	Workers	285,980	n/a	14,457	n/a
	Drove Alone	225,060	78.7%	9,800	67.8%
	Carpooled	38,111	13.3%	3,193	22.1%
	Public Transportation	5,038	1.8%	448	3.1%
	Walked or Worked from Home	15,546	5.4%	839	5.8%
	Other	2,225	0.8%	177	1.2%
<b>Income</b>	Median Household Income	\$39,797	n/a	n/a	n/a
	Per Capita Income	\$22,684	n/a	\$14,738	65.0%
<b>Education</b>	Population 25 years and over	377,734	n/a	19,928	5.3%
	Less than 9th grade	20,486	5.4%	2,124	10.7%
	9th to 12th grade, No Diploma	48,152	12.7%	4,080	20.5%
	High School Graduate (includes equivalency)	94,268	25.0%	6,061	30.4%
	Some College, No Degree	81,327	21.5%	3,916	19.7%
	Associate Degree	18,356	4.9%	773	3.9%
	Bachelor’s Degree	75,948	20.1%	2,243	11.3%
<b>Employment</b>	Graduate or Professional Degree	39,197	10.4%	731	3.7%
	Population 16 Years and Over	456,655	n/a	24,893	79.7%
	In Labor Force	307,653	n/a	15,870	63.8%
	Civilian Labor Force	307,250	99.9%	15,861	99.9%
	Employed	291,283	94.7%	14,812	93.3%
	Unemployed (actively seeking employment)	15,967	5.2%	1,049	6.6%
	Armed Forces	403	0.1%	9	0.1%
	Not in Labor Force	149,002	32.6%	9,023	36.2%

Data Source: 2000 Census of Population and Housing - SF3 Data (long form)

## TRANSECT

The South Nashville Community Plan: 2007 Update (South Nashville Community Plan) is organized around a planning concept called the “Transect.” The Transect is a system for classifying land based on the intensity and character of its natural and built environment. It guides the characteristics and design of open space, neighborhoods, centers, and corridors, the elements that make up the physical environment of a community or neighborhood. There are seven categories within the Davidson County Transect. These range from the most natural to the most heavily developed

urban. The seven Transect categories include: T1 Natural, T2 Rural, T3 Suburban, T4 Urban, T5 Center, T6 Core, and D District. (Note that in previous Community Plans, T4 Urban was known as “T4 Neighborhood.”) The South Nashville Transect Map is shown on Figure 4. As the map indicates, the South Nashville community does not contain any T1 Natural, T2 Rural or T6 Core Transect areas.

While different Transect categories can sit side by side, it is crucial that within a Transect category, *each element of development should be harmonious with the category.* The Transect system is used in Davidson County to ensure diversity of development. Instead of letting the entire County

develop in a conventional suburban pattern, the Transect encourages a range of intensity of development that is unique to the transect area. However unique or different, the transect areas have a symbiotic relationship; the more urban transect areas utilizes existing infrastructure and land for a denser development pattern and in doing so, allows the more rural and suburban areas to feature a more natural environment. Therefore development in these transect areas begin to inherit these characteristics and is reflected in the built environment.

While certain features are common to all or most of the Transect categories (i.e. roads, buildings, open space), the characteristics and

design of those features vary and distinguish one Transect category from another. For example, if an area is T4, Urban, then it will be required to have sidewalks. Meanwhile, if an area is T2, Rural,

then a trail or walking path may be more appropriate. Likewise, a road in T5, Center, will be required to have curb and gutter, while a road in T2, Rural, would be encouraged to have a street with drainage swales.

In the Davidson County Transect, there are some transect categories that will evolve over time into other transect categories, reflecting development trends and often an unsustainable development pattern on the ground. Conversely, other transect categories will be maintained, reflecting the existence of a sustainable development pattern that will last despite imposing development trends and pressures. To provide guidance for the future, the Transect categories for a community must accommodate both situations – evolving communities as well as stable maintenance communities. As a area grows and develops over time the transect category should speak to the type of change, and the character of the change in the natural or built environment.

The key to the Transect is *consistency of development within each Transect*. The policies and regulations that govern land development in Nashville/Davidson County should promote development that is consistent within each Transect category. This consistency needs to extend from the broad policy level (for example, what land uses or transportation elements are appropriate) all the way down to the specific regulations that implement the policies (for example, how a sidewalk should look in different Transect categories).

The Transect relates to the Community Plan Update in a number of ways. First, it is related to the Land Use Policy Map, which includes land use policies that guide future decisions on zone change and

subdivision requests (see the Land Use Policy Map at the back of this document along with a separate publication, *Land Use Policy Application*, which explains the land use policies and transect). The land use policies used in this community plan are designed to be consistent with the various Transect categories.

Sometimes a land use policy can be found in more than one Transect. For example, Residential Medium Density (RM) policy can fit within both the T3 Suburban and T4 Urban Transects, depending on the character of the particular area. In South Nashville, much of the existing medium density development that is more suburban than urban in character is designated T3 Suburban on the Transect. It includes the residential areas south of Thompson Lane that abut the east side of the T4 Urban Transect that applies along the Nolensville Pike corridor. While those RM policy areas may have some characteristics of the T4 Urban Transect, like density and fairly well connected streets, other key features of T4 areas, such as sidewalks, a variety of housing choices, a center of some type and/or close (walk-to) proximity to daily services, are not provided.

Another example is the land use policy category “Community Center (CC),” which is typically applied along mixed use corridors and nodes of community-scale mixed use development. An entire corridor may be designated “CC,” but on the Transect map, the character of development may range from T3 Suburban to T5 Center type Transect areas. The CC policy ensures that development will be mixed use, but the character and form of development will vary depending on the Transect category in which it

Graphic Representation of the Community Transect

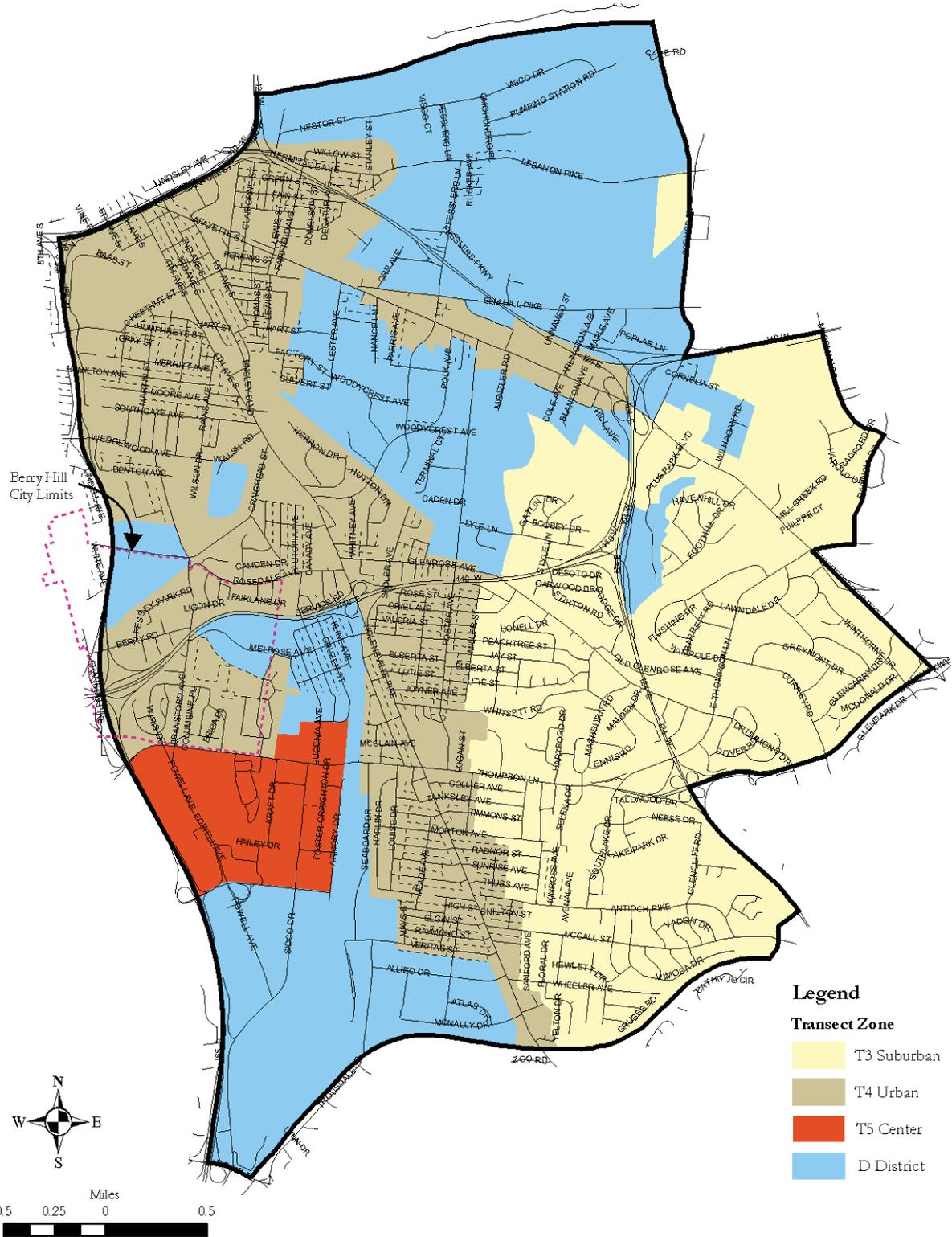
DRAWING BY JAMES WASSELL



(D - District not illustrated)

**FIGURE 4  
TRANSECT**

**SOUTH NASHVILLE  
COMMUNITY**



- Legend**
- Transect Zone**
- T3 Suburban
  - T4 Urban
  - T5 Center
  - D District

Source: Metropolitan Planning Department

is found. Along the Murfreesboro Pike corridor in South Nashville, for example, the land use policy is CC, but some of it is in T4 Urban and some is in T3 Suburban. CC policy also applies to the southern two-thirds of the Nolensville Pike corridor, however, that CC policy is all T4 Urban. Conversely, the CC policy bounded by Thompson Lane, Briley Parkway and I24 is all in the T3 Suburban Transect.

The Transect also relates to the transportation section of the Community Plan. When the Transect is used, then the type and design of transportation facilities (roads, bikeways, sidewalks, etc.) will vary by Transect category. For example, consider Murfreesboro Pike and Nolensville Pike. The portions of both pikes that are in the T4 Urban

Transect should reflect the urban environment envisioned in those areas. Therefore, the street should have raised curb and gutters, wide sidewalks, street trees, potentially parking on both sides of the street, and a bike lane. Meanwhile, the sections of Murfreesboro Pike and Thompson Lane in the T3 Suburban Transect should reflect a different design, a bicycle or multi-purpose trail, no parking and natural plantings buffering the roadway from buildings that have more generous setbacks from the street. The roadway design features in T4 Urban would be out of place in the T3 Suburban Transect and vice-versa.

The Transect also relates to the South Nashville Community Plan's open space (park and greenways) recommendations. Smaller walk-to

neighborhood parks are the focus in the T4 Urban Transect, while larger drive-to community parks are appropriate in the T3 Suburban Transect where the larger yards help make up for some of the needs that would otherwise be met by neighborhood parks. Greenways may be found in most Transect categories. Their design and characteristics would also vary based on the Transect in which they are located.

The following are brief descriptions of each of the Transect categories that apply to South Nashville. For full descriptions of all of the Transect categories, including which land use policies fit within each Transect category, see *Land Use Policy Application* found on the Metro Planning Department web site at [www.nashville.gov/mpc](http://www.nashville.gov/mpc).

**T3 – Suburban:** T3 Suburban areas are primarily low intensity, single use (for example, only residential or only commercial) areas. In the South Nashville Community, T3 Suburban is largely residential, mostly detached single family homes, and stand-alone multifamily structures. Commercial uses are typically found at the edges of neighborhoods along major roads. Civic and religious buildings are also found throughout the T3 Suburban areas. Low walls, fences, or natural, irregular pattern of trees and shrubs typically front the edges of streets, occasionally there is on-street parking. T3 Suburban areas make up about 30 percent of the South Nashville Community. Examples of T3 Suburban residential areas included are Patricia Heights, Glencliff Estates, Raymond Heights, Hill-N-Dale Acres, Sterling Heights, Thompson Lane Park, Mashburn Heights and Woodbine Courts. Examples of T3 Suburban commercial areas include the Murfreesboro Pike corridor east of I440 and the neighborhood center in the vicinity of Thompson Lane and Glenrose Avenue.



**T4 – Urban:** T4 Urban areas are primarily medium density (greater than four dwelling units per acre and often ranging between six and twenty units per acre) residential uses. They may also include other moderate-intensity commercial or office uses. Uses are a mix of single-family, townhouses, condominiums, apartments, and accessory units; civic and religious buildings; and small commercial uses. Most of the older sections of South Nashville near Downtown and along the Nolensville Pike corridor are T4 Urban Transect areas. The Murfreesboro Pike corridor from Brown’s Creek to I440 is included in the T4 Urban area, although it currently exhibits characteristics of both T3 and T4 type development. About 30 percent of South Nashville is comprised of T4 Urban Transect areas.

In addition to the mostly commercial Nolensville Pike and part of Murfreesboro Pike in T4 Urban, examples of older T4 residential and mixed use areas include Napier, Chestnut Hill, Wedgewood-Houston (SNAP neighborhood), Berry Hill, Rosedale, Woodycrest, Woodbine, and Radnor.

In addition to density, housing variety, and mix of uses, there are two key distinctions between South Nashville’s T3 Suburban and T4 Urban Transect areas. First, except for barriers created by Interstates and rail lines, the connectivity of the street network in T4 areas is very good. While connectivity is present in most T3 areas, there are noticeably more dead-end streets. Second, with very few exceptions, properties in T4 Urban areas are overwhelmingly served by alleys (rear-loaded), which is a desirable characteristic of T4 area. In T3 Suburban areas, there is a virtual absence of alleys as the homes are front-loaded – which is characteristic of T3 areas.



**T5 – Center.** T5 Centers contain a mixture of uses with the commercial uses serving multiple communities. Centers can range in size and intensity from those that serve a group of neighborhoods, to those that serve an even larger market area (i.e. South Nashville plus parts of the Green Hills-Midtown and Southeast communities). Some centers are pedestrian scale, town centers with a row of attached buildings and a mixture of uses, for example Hillsboro Village. Other centers are more suburban shopping districts. In either case, the T5 Center is encouraged to intensify within its boundaries, creating walkable, and mixed use areas of development. The plan calls for one area in South Nashville to develop as a T5 Center, encompassing about 4.5 percent of the community. It includes the 100 Oaks area and the area between Thompson Lane and Armory Drive from 100 Oaks eastward to the CSX Radnor rail switch yard, plus an area on the north side of Thompson Lane between the cemetery and rail switch yard. The 100 Oaks area currently has a mix of commercial uses, albeit suburban in character. Except for the cemetery and commercial along Thompson Lane, the T5 Center area east of 100 Oaks is mostly industrial in character now. All of this area is envisioned to evolve into a T5 Center over time, meaning the boundaries will remain, but additional density and intensity of growth will take place, including the addition of residential development.



**D – District.** D District areas include land uses that are generally focused on a single purpose or limited range of uses. These are land uses that occur infrequently and generally do not lend themselves to a mixed use environment. Examples of districts include industrial parks, office parks, self-contained major institutions and airports. The D District Transect category applies to a considerable portion of South Nashville—35 percent—including several large areas and some small pockets of district-type development. The most notable areas include Elm Hill, which lies between the Cumberland River and Murfreesboro Pike; Trevecca Nazarene University and the Polk Avenue/Foster Avenue area between Murfreesboro Pike and the CSX rail line; and the Sidco/CSX Radnor switch yard/Allied Drive industrial areas. Small D Transect industrial and impact areas include the Fairgrounds race track, the Plus Park office concentration, and the area south of I440 from Berry Hill east to the CSX railroad. Because D District areas are generally single use and are not always compatible in a mixed use environment, the urban design standards for these areas are specific to the individual development and its relationship to, and impact on, its neighbors.



## EXISTING LAND USE

In this section, existing land use in South Nashville is summarized, including comparisons with countywide land use and with South Nashville's land use in 1998 when the South Nashville Community Plan was last updated. South Nashville's generalized land use in 2007 is shown on Figure 5 and is summarized in the accompanying table.

### SOUTH NASHVILLE COMPARED TO DAVIDSON COUNTY

The South Nashville Community Plan encompasses 9,875 acres, including parceled property and unparceled areas in public right-of way for streets and alleys, railroad right-of-way, and major water bodies such as the Cumberland River—about 2.9 percent of the area of Davidson County. South Nashville's 2,638 residential parcel acres accounted for only 1.7 percent of the County's 153,383 parcel acres classified as residential in 2007 (parcels include public and private property that has tax map and parcel numbers; parcels exclude right-of-way and major water bodies). However, South Nashville contained an estimated 14,590 housing units - about 5.3 percent of the county's estimated 277,348 housing units in 2007, according to land use records.

Office, commercial, industrial and parking uses occupied 2,826 acres in the community in 2007. They accounted for 12.5 percent of the county's estimated 23,585 acres in those uses, reflecting the heavy concentration of business activities in South Nashville. Community services and open space uses in the community occupied 1,338 acres or 5.7 percent of the county's estimated 23,185 acres dedicated to those uses. Finally, the community con-

tained 579 acres classified as vacant in 2007. That is only 0.6 percent of the vacant land countywide.

### SOUTH NASHVILLE LAND USE IN 2007 COMPARED TO 1998

Residential development occupied 35.1 percent of the community's 7,500 parcel acres in 2007. That was little changed from the 35.4 percent in 1998. Nonresidential uses occupied 57.1 percent of acreage in 2007, up slightly from 54.0 percent in 1998. Finally, land classified as vacant was down from 10.4 percent in 1998 to 7.7 percent in 2007.

South Nashville's estimated 14,590 housing units in 2007 increased about 3.2 percent from the estimated 14,133 units in 1998. Overall residential density edged higher from 5.3 housing units per acre in 1998 to 5.5 units per acre in 2007.

In 2007, the amount of floor space in office, commercial and industrial uses was estimated to be 30,726,000 sq. ft., which is about 630,000 sq. ft. or 2.1 percent more than the estimated 30,096,000 sq. ft. in 1998. The overall ratio of the floor area in these uses to the parceled land area they occupy (FAR) was 0.25:1 in 2007, unchanged from 1998. FAR is the ratio derived by dividing the square feet of building floor space on a parcel by the total square feet of land area for the parcel. For example, a 10,000 square foot parcel that contains a 2,500 square foot building has a FAR of 0.25 [ $2,500/10,000 = 0.25$ ].

Non-parceled areas comprised of right-of-way for streets and railroads and major water bodies remained virtually unchanged from 1998 to 2007, accounting for an estimated 2,393 acres or 24.1 percent of the community's total area. Together, the CSX Radnor rail switch yard

(an estimated 407 acres) and the part of the Cumberland River in the community (an estimated 60 acres) accounted for 20 percent of the community's non-parceled area and 4.7 percent of the community's 9,875 total acres.

### SOUTH NASHVILLE LAND USE HIGHLIGHTS

As the accompanying table indicates, South Nashville's land use is very diverse and weighted toward nonresidential use - 35 percent residential; 38 percent office, commercial and industrial; 17 percent community services and open space; and 8 percent vacant. Each of these broad use groups is discussed in the following sections.

*Residential Land Use.* Almost three-fourths of the community's residentially used land contained single family homes in 2007; however, single family homes accounted for only 42 percent of the community's total housing units. About two-thirds of the community's 14,590 housing units and two-thirds of the 6,877 multifamily housing units were south of I440 and I40 east of I24. A small amount of the multi-



SOUTH NASHVILLE COMMUNITY  
GENERALIZED EXISTING LAND USE

RESIDENTIAL USES <sup>1</sup>	ACRES	% OF TOTAL PARCEL ACRES	TOTAL DWELLING UNITS	% OF TOTAL UNITS	UNITS PER ACRE
<b>Single Family Detached Subtotal</b>	<b>2,026.1</b>	<b>27.0</b>	<b>6,085</b>	<b>41.7</b>	<b>3.00</b>
Conventional Rural/Large-lot (3+ ac/du)	104.3	1.4	11	<0.1	0.11
Conventional Urban/Suburban (< 3 ac/du)	1,919.5	25.6	6,063	41.6	3.16
Condominiums <sup>2</sup>	2.23	<0.1	11	<0.1	4.93
<b>Townhomes and Multifamily Subtotal</b>	<b>612.0</b>	<b>8.2</b>	<b>8,434</b>	<b>57.8</b>	<b>13.78</b>
Conventional Duplexes, Triplexes & Zero Lot-line Units	228.0	3.0	1,557	10.7	6.83
Conventional 4+ Unit Structures	354.8	4.8	6,642	45.5	18.7
Condominiums <sup>2</sup>	29.2	0.4	235	1.6	8.05
Household Residential on Nonresidentially Coded Parcels <sup>3</sup>	--	--	71	0.5	--
<b>HOUSEHOLD RESIDENTIAL TOTAL</b>	<b>2,638.1</b>	<b>35.1</b>	<b>14,590</b>	<b>100.0</b>	<b>5.50</b>
<b>NONHOUSEHOLD RESIDENTIAL<sup>4</sup> TOTAL</b>	<b>3.5</b>	<b>&lt;0.1</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
NONRESIDENTIAL USES	ACRES	% OF TOTAL PARCEL ACRES	TOTAL FLOORSPACE (SQ FT)	% OF SUBTOTAL	FLOOR/AREA RATIO <sup>5</sup>
<b>Office, Commercial &amp; Industrial Subtotal</b>	<b>2,826.2</b>	<b>37.7</b>	<b>30,726,035</b>	<b>100.0</b>	<b>0.25</b>
Office, Non-medical	227.8	3.0	2,168,327	7.1	0.22
Office, Medical	5.6	<0.1	53,694	0.2	0.22
Clinic or Hospital	0.4	<0.1	2,151	<0.1	0.12
Commercial: Retail	805.6	10.7	5,642,542	18.4	0.16
Commercial: Other	108.5	1.4	1,431,445	4.7	0.30
Industrial	1,678.3	22.4	21,427,876	69.7	0.29
<b>Auto Parking (principle use) Subtotal</b>	<b>120.7</b>	<b>1.6</b>			
<b>Civic &amp; Public Benefit Uses Subtotal</b>	<b>1,331.5</b>	<b>17.8</b>			
Community Facilities	1,135.4	15.1			
Parks, Golf Courses & Other Open Space	196.2	2.6			
<b>NONRESIDENTIAL USES TOTAL</b>	<b>4,278.5</b>	<b>57.1</b>			
<b>VACANT &amp; FARMLAND</b>					
Vacant/Farm Residential Codes	286.6	3.8			
Vacant Commercial Code	135.0	1.8			
Vacant Industrial Code	157.8	2.1			
<b>VACANT LAND TOTAL</b>	<b>579.4</b>	<b>7.7</b>			
Miscoded or uncoded parcels	0.0	0.0			
<b>TOTAL PARCEL ACRES<sup>2</sup></b>	<b>7,499.5</b>	<b>100.0</b>			
<b>Estimated Right-of-Way- Total</b>	<b>2,332.5</b>	<b>-</b>			
Streets and Roads	1,907.5	-			
CSX Radnor Yards	407.4	-			
<b>LAND AREA TOTAL</b>	<b>9,814.4</b>	<b>-</b>			
<b>MAJOR WATER AREAS</b>	<b>60.1</b>	<b>-</b>			
<b>COMMUNITY AREA GRAND TOTAL</b>	<b>9,874.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<sup>1</sup> All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; "2 & 3 Unit Structures" includes parcels with residential units in two or more residential use codes

<sup>2</sup> Includes condominium common area that is not parceled land

<sup>3</sup> Includes only the 70 apartments on the Trevecca Nazarene University campus and single unit on the grounds of the cemetery on Elm Hill Pk. west of Fesslers Ln.

<sup>4</sup> Includes uses such as dormitories, rooming units and other group quarters; does not include acreage of dormitories on Trevecca Nazarene University campus

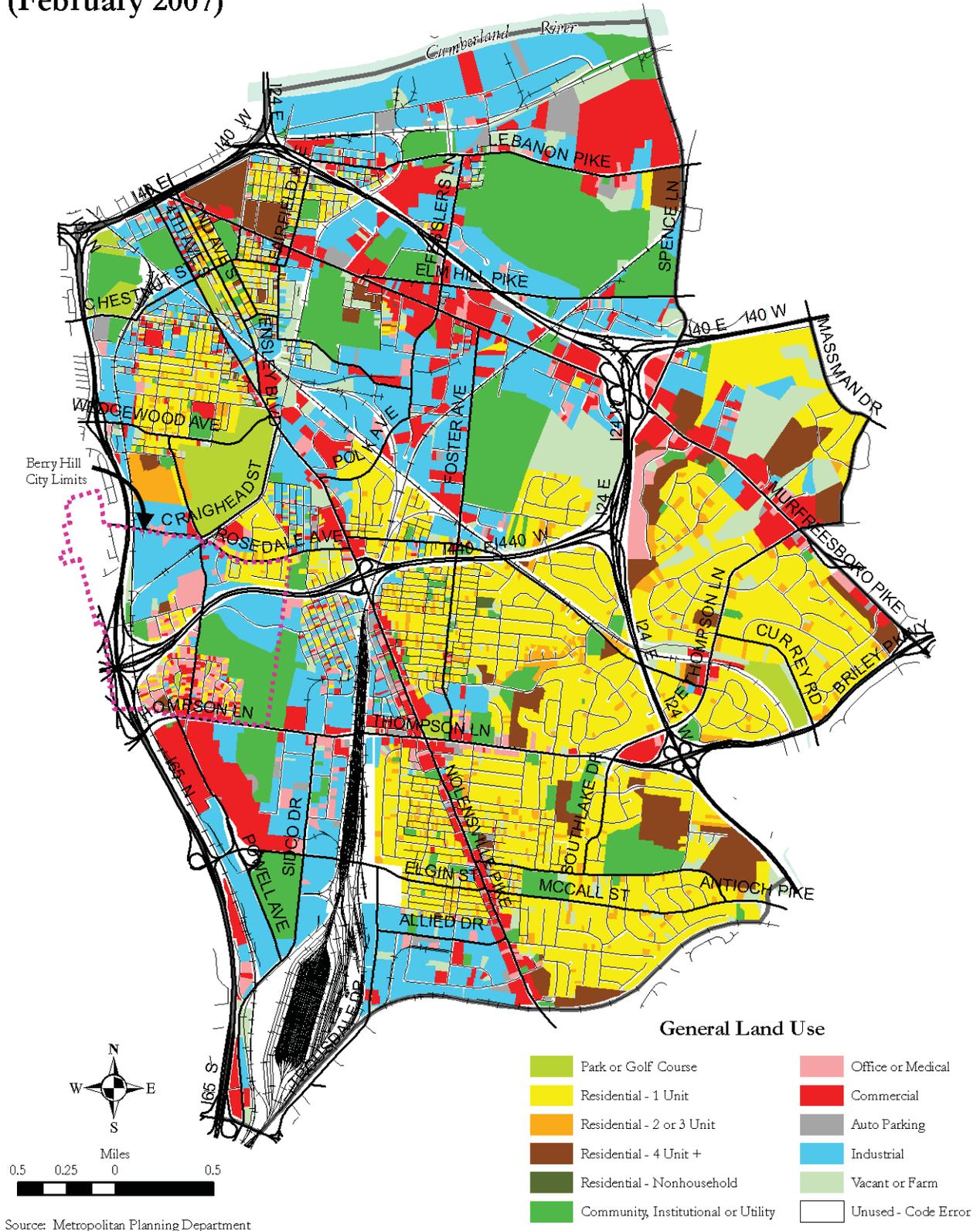
<sup>5</sup> Ratio of floor area divided by land area

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes, except as noted in footnotes 3 and 4.

Source: Metropolitan Planning Department February 2007

**FIGURE 5  
GENERALIZED EXISTING LAND USE  
(February 2007)**

**SOUTH NASHVILLE  
COMMUNITY**



family housing south of I440 was located in the older Woodbine and Radnor neighborhoods along Nolensville Pike, most notably the 191 unit Radnor Elderly highrise. Most of the multifamily housing south of I440 was, however, near I24 and along the Murfreesboro Pike corridor.

Three public housing complexes—Vine Hill Tower, Tony Sudekum Homes and J.C. Napier Homes—accounted for over 1,000 (40 percent) of multifamily housing units in the section of the community north of I440. Other multifamily concentrations included the Trevecca Nazarene University area and the Sycamore Apartments on Lebanon Pike at the community's eastern edge.

Almost 70 percent of South Nashville's single family homes were south of I440 in 2007, and 58 percent of the duplex units were located in that same area. Most of the single family and duplex residential north of I440 and in the Woodbine and Radnor Neighborhoods was centered on Nolensville Pike and predated World War II. The single-family homes and duplexes in the southeast section of the community were post-war suburban subdivisions that developed mainly in the 1950s, 1960s and 1970s.

*Office, Commercial and Industrial Development.* Industrial land uses were the dominant activity in this group.

Industrial uses occupied 1,678 acres or 59 percent of the land area of this grouping of land uses and accounted for 70 percent of the office, commercial and industrial floorspace in 2007. Industrial uses were most prevalent north of I440 and west of Nolensville Pk.

Most commercial uses were located along Murfreesboro Pike, Nolensville Pike and in the 100 Oaks Mall area. They occupied about one-third of land in the office, commercial and industrial group and accounted for about 23 percent of this group's floorspace.



One commercial entertainment use not reflected in the table or Figure 5 is the Music City Racetrack on the State Fairgrounds. The Fairgrounds and Racetrack were included in the parks and recreation category.

Offices and medical service type development was sparse in South Nashville in 2007, accounting for 8 percent of the land occupied by the office, commercial and industrial group and 7 percent of this group's floorspace. Three notable

office-type uses were the Plus Park development next to I24 south of Murfreesboro Pike, the Metro Department of Education Administrative headquarters on Bransford Avenue in Berry Hill, and the office component of the 100 Oaks complex. This latter development, along with a significant portion of 100 Oaks retail space, was in the process of being leased and renovated for medical uses as part of Vanderbilt's Medical Complex.



*Community Services and Open Space.* Community services occupied 1,135 acres or 15.1 percent of the parceled land in the community. Cemeteries accounted for 505 acres or 44 percent of the community service acreage. Other large community service uses included Trevecca Nazarene University, the former Tennessee Preparatory School (TPS) site, the Tennessee National Guard complex in the Sidco/100 Oaks area, Glencliff High School and the Adventure Science Center in historic Fort Negley Park. Metro leased a portion of the former TPS complex



for the Metro School of the Arts; other former TPS facilities were being used by the State of Tennessee for various office functions.

About 196 acres or 1.6 percent of the community’s parceled land was classified as parks and open space. Two-thirds of that acreage was the fairgrounds. Fort Negley Park and Thompson-Mill Creek Park were the community’s two largest parks. In addition to the Adventure Science Center, Fort Negley Park contained Hershel Greer Stadium. Also noteworthy are the community’s two neighborhood parks—Coleman and Dudley—which, together contain about 15 acres. There were two important open space areas that were classified as vacant rather than as parks and open space. One was a privately owned 15 acre island in Mill Creek south of Murfreesboro Pike that is a habitat for black and yellow-crowned herons. The other was a 46 acre flood plain area north of Murfreesboro Pike along Mill Creek owned by the State of Tennessee. They both provide important natural habitats and open space along the creek.

*Vacant Land.* The 579 acres of land classified as vacant in South Nashville consisted mostly of

small lots scattered throughout the community’s older neighborhoods. There were 1,182 parcels classified as vacant in 2007, of which 1,111 or 94 percent were less than one acre in size. Two-thirds of the vacant land was in the section of the community north of I440.

The largest single vacant parcel was the 90 acre tract that was the portion of the former Tennessee Preparatory School site between the built campus and I24. Of the 1,182 properties classified as vacant, about 14 percent - 170 parcels containing 185 acres - was wholly or partly subject to flooding.

### EXISTING ZONING

The vision for growth and development in South Nashville in this plan will be implemented primarily through zone change requests – when a zone change request is made in the future, it will be judged, in part, for its conformance with the vision in the South Nashville Community Plan. Therefore, existing zoning and the likelihood that zone change requests will occur in the future, have a huge impact on the future of South Nashville.

This section highlights the base

and overlay district zoning in South Nashville as of September 2007. The section includes an assessment of the parcel acreage and number of parcels by broad groups of base districts, and of those, the acreage and number of parcels that are vacant. South Nashville’s current based and overlay district zoning are shown on Figures 6 and 7, respectively; and are summarized in the tables presented in this section. All of the total acreage figures for the various zoning districts include both unparceled right-of-way and water areas, as well as parceled property. The figures for parceled property exclude all right-of-way and water areas.

### BASE ZONE DISTRICTS

The South Nashville Community is dominated almost equally by industrial and residential base zone districts as Figure 6 and the table of base district zoning show. Together, these two groups account for almost 82 percent of base zoning in the community. Office, mixed use and commercial districts comprise about 11 percent of the community and 4.6 percent is under the City of Berry Hill’s zoning jurisdiction. The only significant agricultural zoning is the area on the south side of

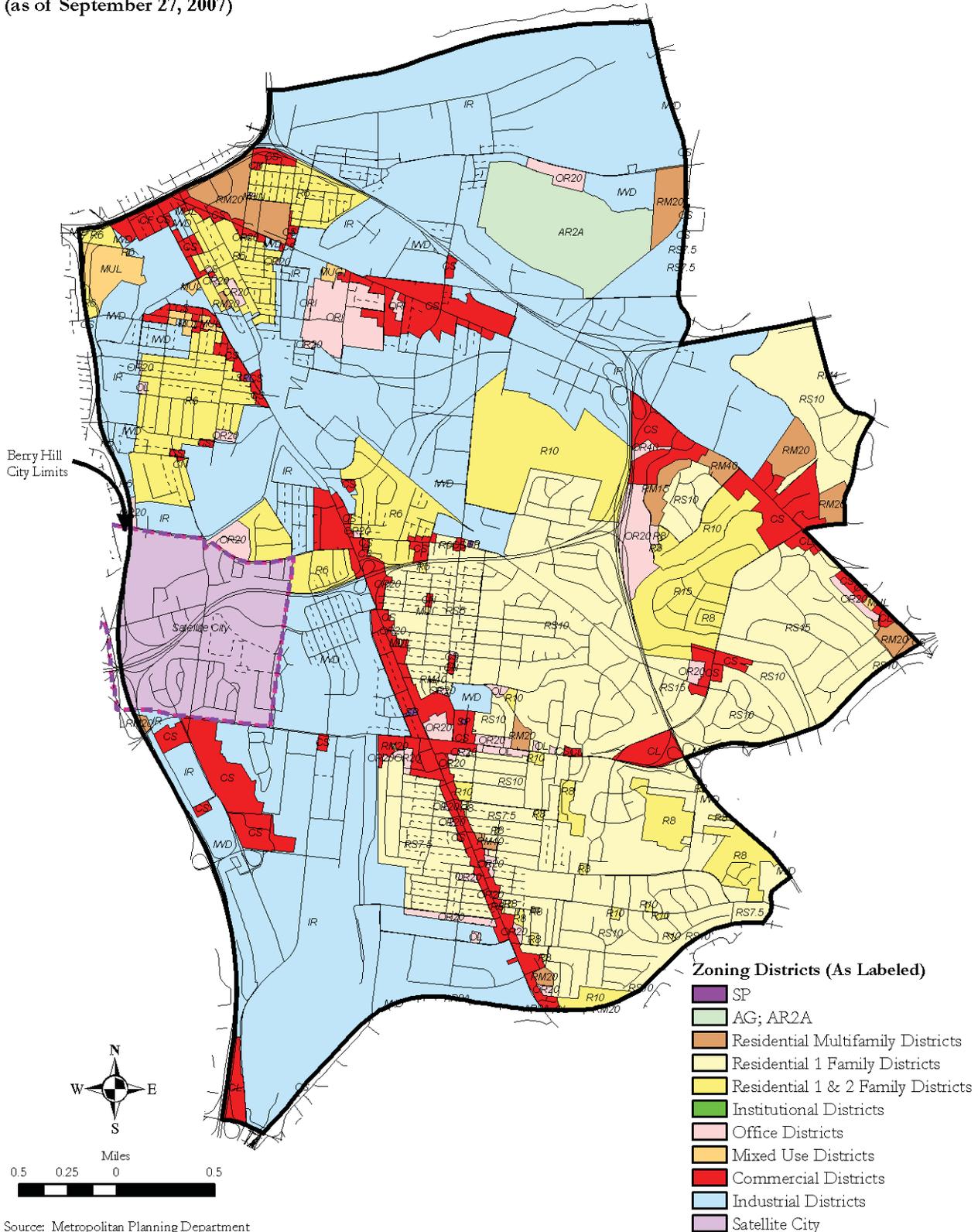
Base Zone District Group	Total Acres	% of Total Acres	Total # of Parcels	Parcel Acres *	# of Vacant Parcels	Vacant Acres *
Agricultural	236	2.4	3	230	1	2
Residential Single Family	2,453	24.8	4,779	1,965	253	110
Residential Single and Two Family	1,215	12.3	2,251	977	328	174
Residential Multifamily	215	2.2	64	186	14	6
Office/Residential	255	2.6	179	191	31	8
Office Only	13	0.1	11	18	4	2
SP	3	<0.1	7	2	1	>0
Mixed Use	94	1.0	81	67	21	4
Commercial	748	7.6	853	535	134	39
Industrial	4,184	42.4	1,907	2,970	381	217
Satellite City	459	4.6	506	338	22	8
<b>Total</b>	<b>9,875</b>	<b>100.0</b>	<b>10,641</b>	<b>7,479</b>	<b>1,190</b>	<b>570</b>

\* Parcel acres are not adjusted for split-zone properties

**FIGURE 6  
EXISTING BASE DISTRICT ZONING**

(as of September 27, 2007)

**SOUTH NASHVILLE  
COMMUNITY**



Source: Metropolitan Planning Department

Lebanon Pike that contains two large cemeteries.

There are 217 parcel acres of land (parcel acres exclude all unparceled right-of-way and major water bodies) that are classified as vacant in industrial zone districts. This is 7.3 percent of all industrially zoned parcel acres. By comparison, there are an estimated 290 parcel acres of land classified as vacant in residential base zone districts, which is 9.3 percent of the residentially zoned parcel acreage. There are 53 parcel acres classified as vacant in office, mixed use and commercial zone districts. That accounts for 6.5 percent of the parcel acreage in that group. Some of the acreage in all of these groups is subject to flooding, which reduces the amount of vacant land actually available for development.

Almost two-thirds of the 3,883 parcel acres in residential zone districts is limited to single family type housing. Of that, 253 parcels containing 110 acres is classified as vacant. Although there is less land zoned for single and two-family residential, that group of zoning districts has more vacant parcels (328) indicating development potential for two-family homes. The six acres of vacant land in multifamily residential zone districts represents very little development potential, as does the 8 vacant acres of land in office/residential zoning districts.

An additional residential development opportunity is provided by a change to the Zoning Ordinance adopted in 2005, permitting adaptive

reuse of structures and/or properties in commercially zoned areas along major or collector streets within the Urban Zoning Overlay district for use as residential development. There are an estimated 125 parcel acres in the community, most of which is along Nolensville Pike that would be eligible for adaptive residential reuse.

**OVERLAY DISTRICTS**

There are six types of overlay zoning districts present within the South Nashville Community. Those districts, the number of acres to which they apply, and the percent of the community’s total area they cover are summarized in the following table and are shown in Figure 7. Note that some of these districts overlap one another.

*Planned Unit Development Overlay.* Planned unit developments (PUDs) are an overlay that allows an additional, limited measure of control on urban design issues above and beyond the base zoning. There are two basic types of PUDs - commercial and residential. As seen in Figure 7, there are eight commercial PUDs and 13 residential PUDs scattered throughout the South Nashville Community, however, they account for only a small percentage of the community’s total area. The three PUDs in the northwest section of the community are all public housing complexes. Two are older developments; the Vine Hill complex (except for the elderly housing tower) is a recent Hope VI redevelopment. The remaining residential

PUDs are newer complexes that are suburban in character. The largest commercial PUD is the neighborhood center at Thompson Lane and Briley Parkway.

*I440 Impact Overlay.* This overlay district was established prior to the construction of I440 to protect nearby areas from being adversely impacted by I440. Its regulations are generally aimed at protecting and conserving established residential areas that could experience development pressure to intensify or transition to nonresidential zoning and uses due to I440’s presence.

*Historic Landmark Overlay.* This overlay is applied to properties deemed to be historical landmarks within the community to protect the structures from being destroyed. Among the sites within the Historic Landmark Overlay district are Ft. Negley, City Cemetery, Cameron School, a historic mansion on Avenal Avenue and the Omohundro Water Treatment Plant. As noted in the table, this overlay district is applied to less than 1 percent of the community.

*Airport Impact Overlay.* This overlay district covers a wide area surrounding Nashville International Airport and is intended to govern building heights so they will not interfere with airport operations. As Figure 7 shows, this overlay district covers the eastern half of the community.

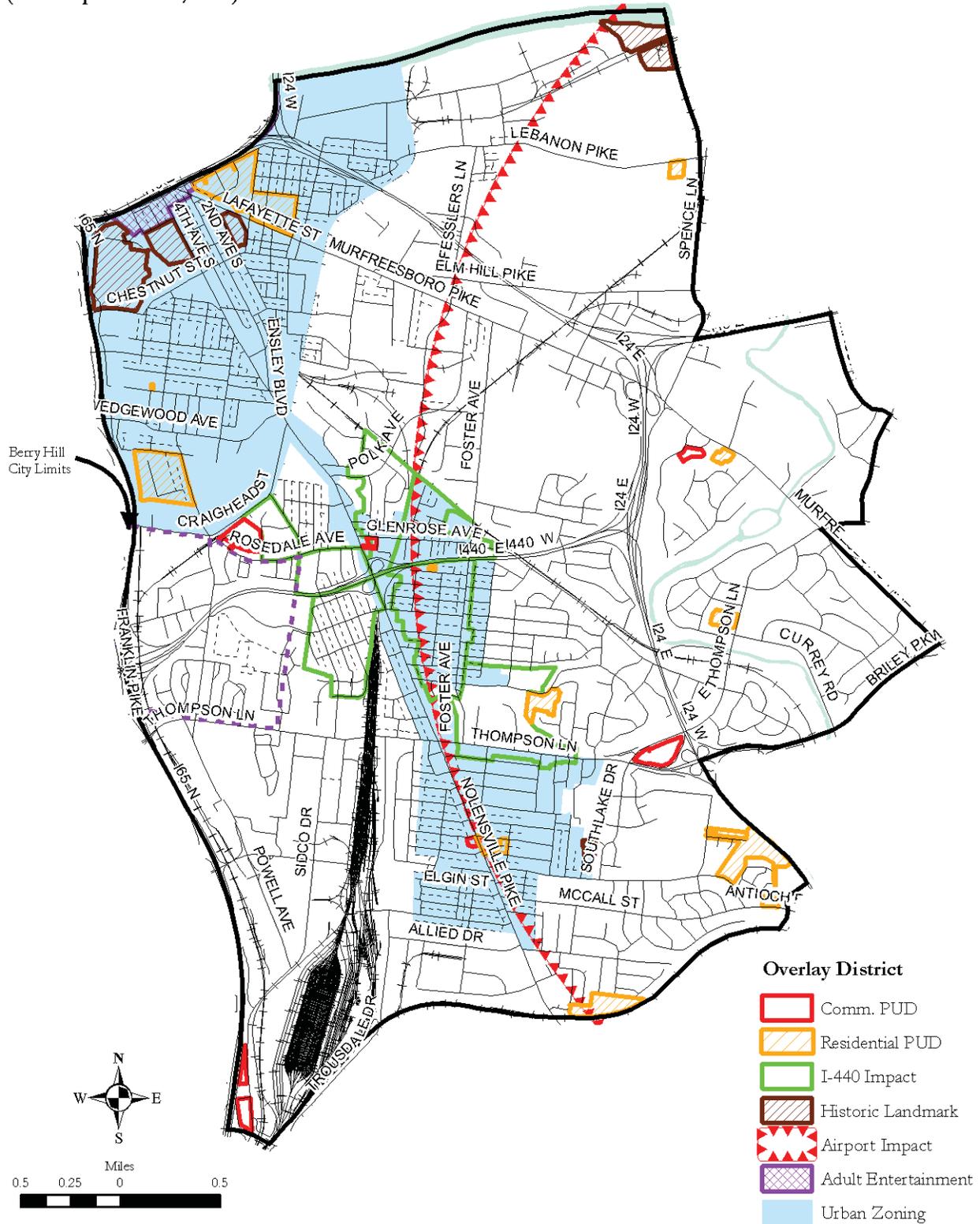
*Adult Entertainment Overlay.* This overlay district is among the

Overlay District Table					
Overlay District	Acres	% of Community	Overlay District	Acres	% of Community
Planned Unit Development	216	2.2	Airport	4,869	49.3
I440 Impact	606	6.1	Adult Entertainment	31	0.3
Historic Landmark	60	0.6	Urban Zoning	2,234	22.6

**FIGURE 7  
EXISTING OVERLAY DISTRICT ZONING**

**SOUTH NASHVILLE  
COMMUNITY**

(as of September 27, 2007)



Source: Metropolitan Planning Department

regulations governing the location of adult-oriented businesses. In addition to being allowed in a particular base zoning district, a site must also be within the Adult Entertainment Overlay district to be allowed. The only part of South Nashville where this district applies is about 15 acres next to the I40 inner loop at the northern boundary of the South Nashville Community.

*Urban Zoning Overlay.* This overlay district applies to a large area that includes much of the old city of Nashville and additional older neighborhoods that are urban in character outside of the old city boundaries. Certain zoning regulations for areas within the Urban Zoning Overlay (UZO) are different than the corresponding regulations for the same base district outside of the UZO. Usually, in the UZO the regulations are not as stringent as those applicable outside the UZO. For example, less parking is required within the UZO because the area's urban character makes walking and cycling more viable options. As another example, setbacks are generally shallower in the UZO reflecting the shallower setbacks present in historic neighborhoods. UZO zoning applies to about 23 percent of South Nashville, including the older inner city neighborhoods west of Browns Creek and the older neighborhoods along Nolensville Pike that are still predominantly residentially zoned and developed.

## NATURAL FEATURES

The Metro Nashville/Davidson County General Plan calls for care to natural features and attention to the impact of development on natural features. Natural features and systems include floodplains

and stormwater management; steep slopes, soils and geologic formations; water quality, air quality, and solid waste management. Other potential sensitive features include identified archeological sites, State-designated natural areas, and areas that may contain rare or endangered species. Figure 8 shows areas that contain most of these sensitive environmental features. While South Nashville has several natural features, the majority of the environmentally sensitive natural features in South Nashville are associated with the major waterways in the community - segments of the Cumberland River, Mill Creek, and Browns Creek. The remediation of natural features that have been compromised by previous development should also be encouraged in areas throughout South Nashville.

### STEEP SLOPES

Steep slopes are defined as areas of slope steeper than 20 percent (20 feet rise or fall in a horizontal distance of 100 feet). Although South Nashville has many hills, it does not contain any large concentrations of land with slopes that are 20 percent or greater. As Figure 8 shows, Fort Negley Park in the northwest corner of the community contains some steeply sloping terrain. The remaining naturally steep terrain is found mainly along the banks of the major creeks and streams.

Steeply sloping land is generally

*Steep Terrain*



considered suitable for only very low intensity development. This is particularly true in Davidson County, where such slopes are also covered by unstable soils and are often composed of fragile geological formations. Three types of development problems are commonly associated with steep slopes:

1. Mechanical cut and fill in which slopes are severely altered by straightening, steepening, and cutting. This practice results in a loss of the balance and stability associated with natural conditions.

2. Deforestation, which results in a weakened slope because the stabilizing effect of the vegetation's root system is removed. Deforestation also increases stress from run-off and groundwater. Once vegetation is removed from steep slopes, it is a long, slow process to replace it.

3. Improper placement and construction of buildings and related facilities. This leads to imbalance in slope equilibrium because of the alteration of vegetation, slope materials and drainage.

### MAJOR WATERWAYS AND FLOODPLAINS

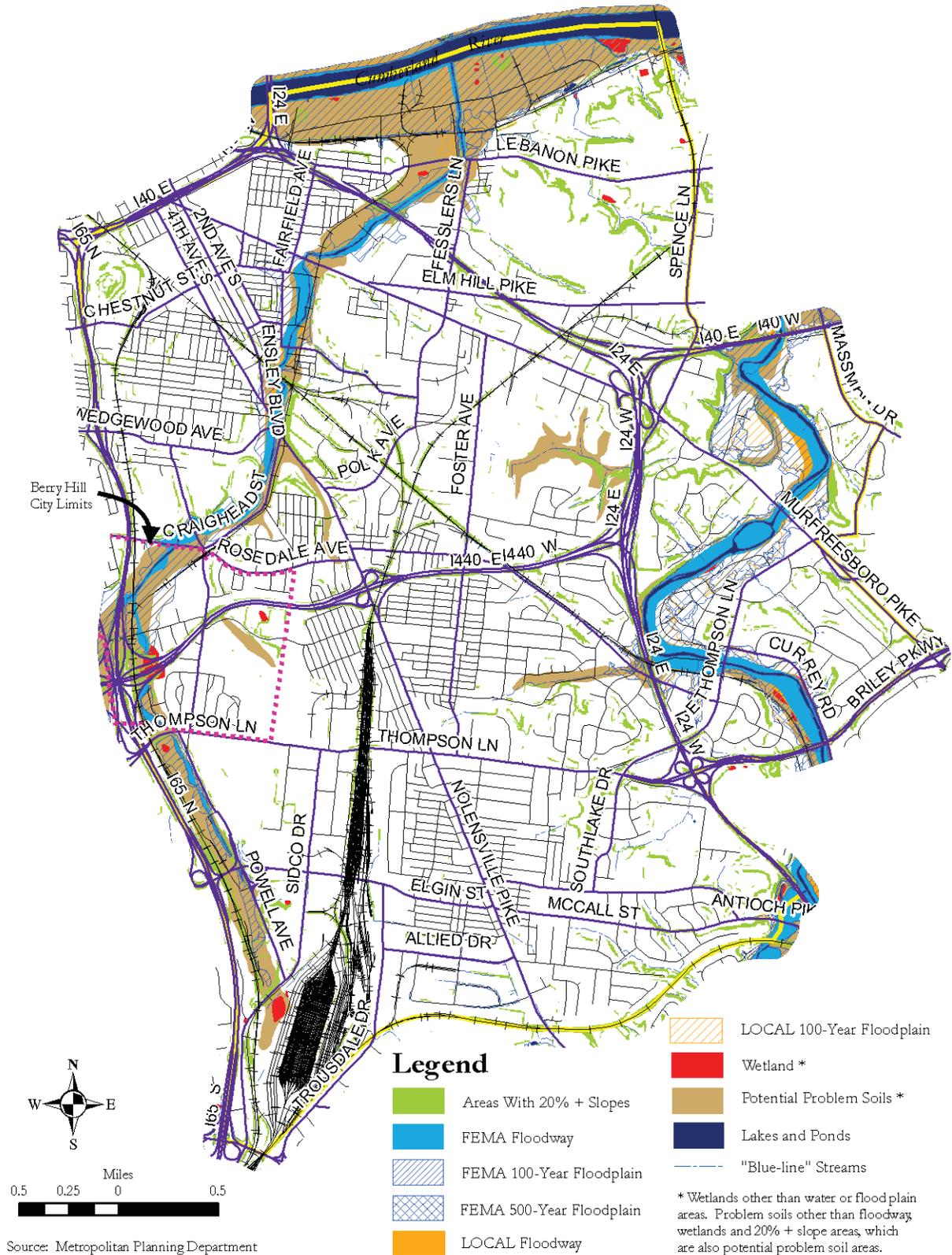
Floodplains are the areas along rivers and streams most prone to flooding. The one hundred year floodplain is defined as a probability of 1 in 100 that flooding will occur to the extent shown on Federal Flood Insurance Maps. Despite the

*Waterway and Floodplain*



**FIGURE 8  
NATURAL FEATURES**

**SOUTH NASHVILLE  
COMMUNITY**



Source: Metropolitan Planning Department

name, one hundred year events may occur in close succession.

All three of the community's major waterways - the Cumberland River, Mill Creek and Browns Creek - have defined 100-year floodplain associated with them. In all, about 1,216 acres or 10.2 percent of the community is in the FEMA 100-floodplain. Of that, 709 acres (58 percent) is the floodway, including water areas. The floodway is the portion of the floodplain that carries the bulk of the floodwater during a flooding event. The remaining 507 acres (42 percent) are flood fringe or overflow areas.

Of the 1,216 acres in 100-year floodplain, about 207 acres are unparceled right-of-way and major water areas. The 100-year floodplain also affects 830 parcels of land. Those 830 parcels contain 1,574 acres, 1,009 or two-thirds of which are in the 100-year floodplain. An estimated 209 acres of the parceled land in floodplain (21 percent) are coded residential and contain some type of residential building(s). An additional 475 acres in floodplain (47 percent) are parcels in various nonresidential land use codes with some type of buildings in the floodplain. The remaining 325 acres (32 percent) are parcels that are either vacant or are developed, but do not have any buildings in the parcel's portion that is subject to flooding.

Floodplain can be an excellent location for greenways. Greenways are planned along all three major waterways mentioned above. Details about those greenways are presented in the Open Space Plan section of this document. Excluding incorporated cities (such as Berry Hill), floodplain development in Nashville is governed by the Metropolitan

Zoning Ordinance and Stormwater Management Regulations, which are administered by the Codes Department and Metro Water Services Department respectively.

**PROBLEM SOILS**

Figure 8 shows soils in South Nashville associated with steep slopes, water, or unstable geological formations that can be a problem when they are disturbed. There are two soil types found mainly near the community's major waterways that can be a problem - arrington silt loam and lindell urban land complex.

*Problem Soils--Erosion*



Meanwhile, there is one soil type involved with steep slopes in the community that presents a problem - stiversville loam 12-25 percent. It is found on the steep banks near the streams on the former TPS site between Foster Avenue and I24.

**SINKHOLES**

Sinkholes (not shown on Figure 8) are an important part of the drainage system, however, their presence can pose challenges for development. Sinkholes are often found

*Sinkholes*



in areas with underground caves formed through years of erosion of mostly limestone rock formations. Sinkholes should be thoroughly investigated for three reasons. First, because of the role they play in the area's drainage. Second, because they may have a low load-bearing capacity due to underground caves that have eroded near the surface which have not yet caved in. Third, because of the potentially high costs associated with structural improvements or other measures necessary to ensure safety around sinkholes.

**WETLANDS**

Wetlands have year-round or seasonally wet conditions due to periodic flooding, fluctuations in the water table, seepage of underground water or other factors. While there are some small wetlands scattered throughout the South Nashville Community, there are no large concentrated wetland areas.

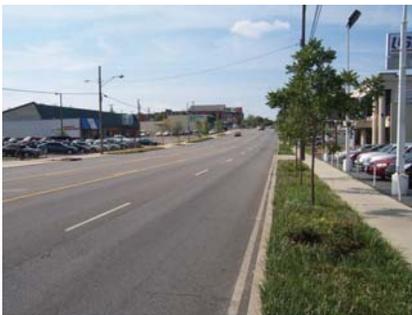
At the State level, activities in wetlands are regulated through the State Water Quality Act. The Department of Environment and Conservation (TDEC), Division of Water Pollution Control is responsible for administering the state permitting process for the alteration of wetlands. At the Federal level, wetlands are controlled through several regulatory programs, mainly the Section 404 program administered by the Environmental Protection Agency and the U.S. Corps of Engineers.

**RARE AND ENDANGERED SPECIES**

The South Nashville Community contains a few archeological sites and several areas of rare or endangered plant or animal species. Due to the sensitive nature of these features, they are not shown on Figure 8. TDEC maintains information about these species.

## STREET SYSTEMS AND RAIL LINES

South Nashville's transportation system is fairly well established, with I65, I24, I40, I440 and Briley Parkway serving controlled-access traffic. Murfreesboro Pike, Lebanon Pike, Nolensville Pike, Antioch Pike and Thompson Lane provide major surface street transportation.



Foster Avenue, Fesslers Lane, and Wedgewood Avenue provide further network connectivity.

In addition to an extensive arterial surface street and highway network, rail lines are another major transportation feature of South Nashville. Radnor Yard, south of Thompson Lane, is the hub of Middle Tennessee's rail network and was an early source of the community's development. Railroad workers' needs for housing and other services, in addition to streetcar lines, created much of the original development along Nolensville Pike.

Current residents and business owners still cite transportation as an asset for the community, yet they acknowledge trade-offs of having a number of rail lines and highways in their midst. While rail lines and highways provide regional mobility through and from South Nashville, they also tend limit local access and network connectivity within the community. As such, the design of the street network is critical in determining how easy or difficult travel will be within the community. Given the mostly developed nature of the area, surface street improvements, in addition to highway changes, will influence the community's future transportation network. Figure 9 shows the existing street network in the South Nashville Community. The Transportation Plan section found in this document discusses proposed changes to the street network and networks for cyclists and pedestrians.

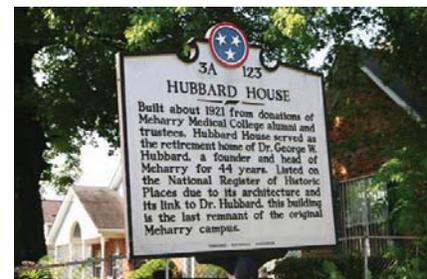
## HISTORIC RESOURCES

The South Nashville Community has a rich collection of historic resources spanning Nashville's history. The area's proximity

to Downtown has made it attractive for residential development, while the presence of three major historic turnpikes - Lebanon Pike, Murfreesboro Pike and Nolensville Pike - brought vehicular traffic and commercial development to the area. Development pressures in this area over the past few decades have caused many older historic resources to be lost or hidden among newer development.

South Nashville is exceptionally rich in historic burial grounds, with the City Cemetery, established as Nashville's public burial ground in 1822, which contains the graves of many of early Nashville's civic leaders, including Governor William Carroll, and Nashville founder James Robertson and his wife Charlotte. As the City Cemetery filled, Mt. Olivet Cemetery on Lebanon Pike opened in 1855 and became the preferred cemetery for Nashville's elite. Both cemeteries are listed in the National Register of Historic Places. Other important historic cemeteries include Mill Creek Baptist Church Cemetery on Whitsett Road, Calvary Cemetery on Lebanon Pike, Mt. Ararat Cemetery and Greenwood Cemetery, all of which are eligible for listing in the National Register.

One of Nashville's premier Civil War resources, Fort Negley is located on Chestnut Street. It is listed in the National Register of Historic Places and has Local



**FIGURE 9  
EXISTING STREET SYSTEM**

**SOUTH NASHVILLE  
COMMUNITY**



Source: Metropolitan Planning Department



Landmark status. Fort Negley was the largest and most important of the fortifications built by Union forces after Nashville fell in 1862. It occupied the center of the Federal defensive line, which stretched in a wide circle around the southern part of the city. Built primarily by slaves and free black workers conscripted into service, Fort Negley, the largest inland stone fortification constructed during the Civil War, incorporates a complex polygonal design. Purchased by the city in 1928, Fort Negley has recently undergone renovations and a Visitors' Center is under construction.

The South Nashville Community

is also important in Nashville's African-American history. Shortly after the Civil War, the area known as Trimble Bottom (now Chestnut Hill) developed as a community of African-Americans. The area along Second and Third Avenues South contains several residential structures dating from the late 19th century. Demolition and deferred or inappropriate maintenance has greatly impacted the area's historic character. Chestnut Hill is rich in African-American educational history, including the development of Central Tennessee College and Walden University; in addition, this area was home to the original campus of Meharry Medical College. The Hubbard House on First Avenue South is the last remaining building of the original Meharry campus and is listed in the National Register of Historic Places. Cameron School, constructed during the New Deal, is also listed in the National Register and is a Local Landmark.

Nashville's transportation history has also contributed to the development of South Nashville's neighborhoods. The impact of railroad development in South Nashville is extremely important to the community's history and current development pattern. The impact of railroad development includes rail-related historic buildings both along Willow Street and Wedgewood, to the development of the Woodbine and Radnor neighborhoods (known earlier as Flatrock) in conjunction with the Radnor Railyard in the early twentieth century. The previously mentioned turnpikes brought increasing traffic through the area, and by the mid-20th century, a proliferation of automobile-related resources dominated these roads,

especially along Murfreesboro Pike and Nolensville Pike. Early gas stations and motor courts along these thoroughfares highlight their importance to mid-century travelers.

Historic features are shown on Figure 10, the graphic entitled Historic Features and are listed on pages 37 and 38. As the graphic on page 39 illustrates, the South Nashville Community contains a number of historically significant sites. There are three categories of historic properties in Nashville. They are:

**National Register (NR and NR/LL):** Properties that are listed on the National Register of Historic Places are designated **NR**. The local "Historic Landmark" overlay zoning district applies to **NR** properties that include the **LL** designation.

**National Register Eligible (NRE):** Properties that potentially qualify for listing on the National Register. In some cases, eligibility is obvious due to architectural significance; additional historical research may be necessary to determine absolute eligibility of others. If additional historical research reveals that a property does not meet National Register criteria, it will still be considered Worthy of Conservation.

**Worthy of Conservation (WOC):** Properties that are marginal in terms of meeting National Register criteria for significance, but which have above average historic or architectural merit and value in the community context.

For areas determined to be eligible by the Metro Historical Commission and where there is community support, there are two historic zoning district designations that can be ap-

plied: Historic Preservation District and Neighborhood Conservation District. Both districts are designed to preserve the historic character and value of properties located in

the designated area through a design review process.

Specifically, the Historical Commission reviews all applications for construction, alteration, repair, re-

location, or demolition in Historical Preservation Districts and reviews all applications for construction, relocation, or demolition in Neighborhood Conservation Districts.

TABLE OF HISTORICALLY SIGNIFICANT SITES AND AREAS IN THE SOUTH NASHVILLE COMMUNITY

Number (Map Reference)	PROPERTY NAME (HISTORIC)	ADDRESS	MAP/PARCEL	STATUS
1	St. Patrick Catholic Church	Second Avenue South	10503025700	NR
2	Mt. Olivet Cemetery	1101 Lebanon Road	10600000400	NR
3	Hubbard House	1109 First Avenue South	10503012200	NR
4	Anna Russell Cole Auditorium	Foster Avenue	10600001700	NR
5	Lebanon Stone Arch Bridge	Brown's Creek near Fessler's Lane		NR as part of Omohundro?
6	Cameron Middle School	1034 First Avenue South	9315036600	NR/LL
7	Fort Negley	Chestnut Street	10502044600	NR/LL
8	City Cemetery	Fourth Avenue South	10503000300	NR/LL
9	Airdrie (King-Buell House)	3401 Avenal Avenue	13302019300	NR/LL
10	Omohundro Waterworks System	Omohundro Drive, Lebanon Road, Cumberland River		NR/LL
11	TN Central RR Office	220 Willow Street	9312012500	NRE
12	J.W. Price Engine Co. #12	117 Wharf (Charles E. Davis Blvd.)	9316001900	NRE
13	Calvary Cemetery	1001 Lebanon Road	9400006401	NRE
14	NES South Station	737 Lebanon Road	9409006900	NRE
15	Seay-Hubbard Methodist Church	First Avenue South	10503012900	NRE
16	Merritt House	441 Humphreys Street (0 Merritt St.)	10507012300	NRE
17	Wedgewood Substation	701 Wedgewood Avenue	10510026100	NRE
18	Antique Mall/Texas Oil Company	657 (667?) Wedgewood Avenue	10510035000	NRE
19	Greenwood Cemetery	Spence Lane	10600001100	NRE
20	Mt. Ararat Cemetery	Ararat Ave.	10601003500	NRE
21	Woodbine Methodist Church	2625 Nolensville Road	11905016100	NRE
22	Cumberland Association Tabernacle	232 Whitsett Road	11906010400	NRE
23	Mill Creek Baptist Church Cemetery	Old Glenrose and Dodge Drive	11907000500	NRE
24	Gillespie House	3218 Vaden/101 Antioch Pike	13304002900	NRE
25	Trevecca Nazarene College	333 Murfreesboro Pike	1050433000 & others	NRE
26	J.C. Napier Homes	Charles E Davis/Lafayette	9316004100 & others	NRE
27	Lewisburg and Northern Railroad Bridge	Cumberland River at Omohundro Drive		NRE
28	Mt. Ararat Missionary Baptist Church	36 Fairfield Avenue	9316024000	NRE
29	Fairfield Baptist Church	120 Fain Street	9316030200	WOC
30	Tom Beasley's motor court	Lebanon Road (1405 or 1407)	9400007400	WOC
31	TVA Power Plant	Lebanon Road	9409002500	WOC
32	Pure Oil Station	Lebanon Road	9409009500	WOC
33	Airways Motel tourist court	Lebanon Road	9410000300	WOC
34	Hunt Memorial	1000 Lebanon Road	9410002600	WOC
35	warehouse	0 Brown	10503017400	WOC
36	warehouse	438-440 Houston	10503017800	WOC
37	warehouse	500-518 Houston	10503017900	WOC
38	American Syrup & Preserves Company	434 Chestnut	10503019800	WOC

TABLE OF HISTORICALLY SIGNIFICANT SITES AND AREAS IN THE SOUTH NASHVILLE COMMUNITY (continued)

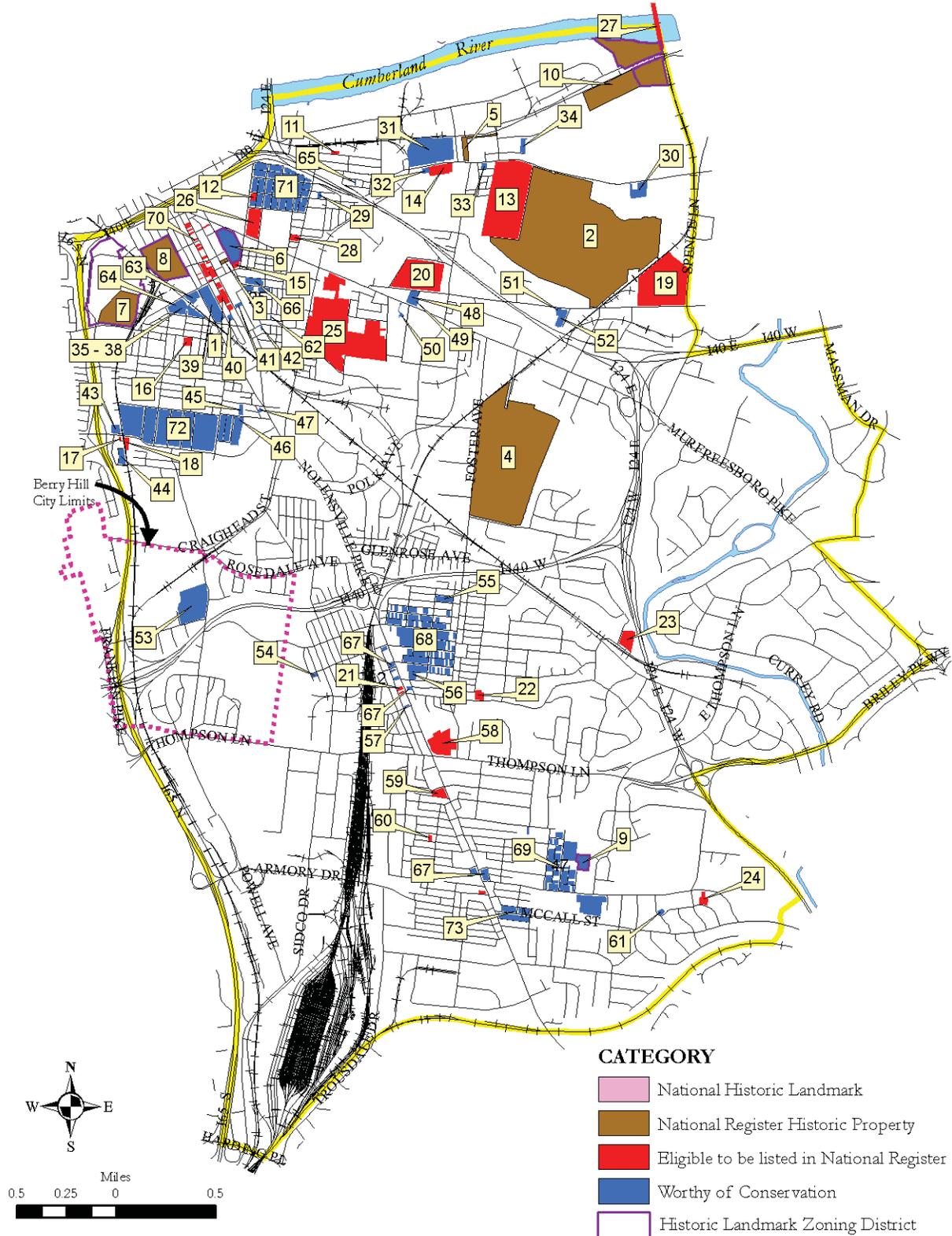
Number (Map Reference)	PROPERTY NAME (HISTORIC)	ADDRESS	MAP/PARCEL	STATUS
39	Dudley Park memorial fountain	Chestnut Ave at 3rd/4th Ave.	10503022100	WOC
40	AME Church	Third Avenue South	10503023400	WOC
41	tudor cottage	1240 Second Avenue South	10503028500	WOC
42	Morning Star Baptist Church	19 Hart	10508005400	WOC
43	Warren Paint	700 Wedgewood	10510013300	WOC
44	American Mattress Factory	2030 Lindell Ave/700 Benton Ave	10510029600	WOC
45	turn of century cottage	430 Wingrove	10511004500	WOC
46	boarding house	431 Wingrove	10511022200	WOC
47	Pure Oil Station	1701 Nolensville Pk	10512001800	WOC
48	Drake Motel	420 Murfreesboro	10601005600	WOC
49	Lee Motel	426 Murfreesboro	10601006500	WOC
50	Mercury Court	411 Murfreesboro	10601016600	WOC
51	Ebenezer AME Church	1109 Elm Hill Pk	10602001600	WOC
52	Mt. Zeno School (Metro Archives)	1113 Elm Hill Pk	10602001700	WOC
53	Julia Andrews School	2601 Bransford Ave	11803000800	WOC
54	Kilgo House	2506 Felts Ave	11808016500	WOC
55	Woodbine Community Center	222 Oriel	11901032800	WOC
56	Engine Company # 21	Joyner Ave	11905027700	WOC
57	Grandview Baptist Church	2641 Nolensville Road (2635?)	11909001300	WOC
58	Coleman Park	Thompson Lane and Nolensville Rd	11909014400	WOC
59	Turner School	Nolensville Road	11913009700	WOC
60	Coleman House	505 Radnor Street	11913023600	WOC
61	Stone Barn residence	124 Vaden Drive	13303015400	WOC
62	shotguns & residential	Garden Street	10504019800 & others	WOC
63	warehouse	415 Chestnut	same parcel as 500 Houston?	WOC
64	McRae Coal Company	425 Chestnut Street	10503017100	WOC/NRE?
65	Green Street Church of Christ	146 Green Street	9316026700	WOC

**Districts:**

66	North Hill Historic District			WOC
67	Woodbine/Nolensville Road Business District			WOC (some individual NRE?)
68	Woodbine Historic District			WOC (some potential NRE?)
69	Radnor Historic District			WOC (some potential NRE?)
70	Second Ave South District			WOC (lots of demo here)
71	Napier Park Historic District			WOC
72	Fall-Hamilton District	area bounded by Wedgewood on the south, Southgate on the north, and including Stewart, Martin, Allison, and Neal Terrace		WOC
73	McCall Street District	201 - 312 McCall Street		WOC

**FIGURE 10  
HISTORIC FEATURES**

**SOUTH NASHVILLE  
COMMUNITY**



Source: Metropolitan Planning Department

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## CHAPTER III

# VISION FOR THE FUTURE OF SOUTH NASHVILLE

### PLANNING PROCESS

The plan for the South Nashville Community (previously referred to as Subarea 11) was first adopted by the Planning Commission in 1993 and updated in 1999. The current update of the South Nashville Community Plan began in January 2007.

#### BACKGROUND RESEARCH

As part of every Community Plan update, Metro Planning staff conducts analysis ranging from assessment of existing land use and zoning to environmental constraints to population projections to market analysis for different economic sectors to research on existing community character and historic resources. The bulk of this assessment for South Nashville is found in Chapter II of this document.

#### PUBLIC ENGAGEMENT PROCESS

During the planning process for the South Nashville Community Plan, Metro Planning staff held a number of public workshops and meetings to discern the community's vision, balance that vision with sound planning principles, and create a course of action to achieve the common vision. Metro Planning staff also met with community members at neighborhood and merchant association meetings to gain additional community input. The following is a listing of primary community meetings.

#### OPEN HOUSE KICKOFF

The first meeting, involving the entire South Nashville Community,

was held in March 2007. Metro Planning staff reviewed the community planning process, its intended goals and products, and the preliminary schedule. Staff talked with the community about urban design principles and conducted a survey to determine what growth and development issues were important to the community. Representatives from several Metro departments were present to respond to initial concerns in an informal, open house-style format.

#### VISION WORKSHOP

Metro Planning staff held a Vision Workshop in April where property owners, business owners and residents met in small groups and discussed issues related to growth and quality of life. Participants discussed what they liked about their community, what they disliked, and what changes were desirable in the future. During these discussions, stakeholders outlined many issues and started to define the future vision for their community.

#### LAND USE POLICY COMMUNITY MEETINGS

Three additional meetings were held in April and May. In April, Metro Planning staff presented a draft vision statement and development goals to the community for feedback. After defining a vision, staff again worked with residents at a Structure Plan Workshop to

discuss changes to the current land use policy and develop a Land Use Policy Plan. The Land Use Policy Plan includes the land use policies that will guide decisions on future zone change and subdivision requests.

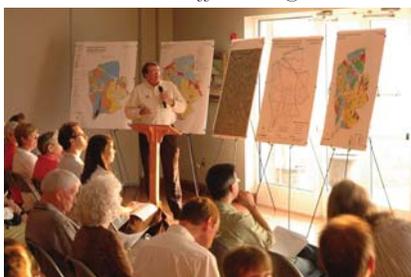
After refining the land use policies in the Land Use Policy Plan, Metro Planning staff met with community members in May to review the changes as well as to discuss the community services (parks, greenways, sidewalks, etc.) and the transportation plans for the entire community. An additional meeting was held at the end of May to conclude the land use policy discussion for work to begin on the Detailed Neighborhood Design Plan (DNNDP) for the Nolensville Pike Corridor.

At each community meeting on land use policy and goals and objectives for the neighborhoods, Metro Planning staff took feedback from attendees on the draft plan to incorporate into revisions.

#### NOLENSVILLE PIKE CORRIDOR

During discussions regarding land use policy options for South Nashville, it became clear that the community needed more specific land use policies along Nolensville Pike. In response, Metro Planning staff worked during June, July, and August on a DNNDP for a portion of the Nolensville Pike Corridor be-

*Kick-off Meeting*



*Land use policy workshop in May*



ginning at the interchange with I440 and continuing south to Grassmere Zoo. Community participants met in June to discuss their vision for the area. Planning staff worked on the Concept Plan which was presented in early July and refined for additional discussion at another meeting at the end of July.

**FINAL DRAFT PRESENTATION AND OPEN HOUSE CELEBRATION**

During the summer of 2007, Metro Planning staff combined comments from previous meetings and made changes to create a draft plan for South Nashville. In October 2007 at a final community meeting, Metro Planning staff reviewed the draft document and discussed with meeting participants the major changes proposed due to comments at previous meetings. Staff also presented a final draft of the Nolensville Pike Corridor DNDP. Staff answered questions and took comments from community members in attendance.

**ADDITIONAL STAKEHOLDER MEETINGS**

In addition to the community meetings, Metro Planning Staff met with the two Council members whose districts include large portions of South Nashville. Staff also engaged representatives from the Tennessee State Fairgrounds and Trevecca University to discuss land

use policy and future plans for these two important community members.

Metro Planning staff also spoke at neighborhood and business organizations' regular meetings about the planning process and status of the South Nashville Community Plan to provide additional opportunities for input and feedback.

Finally, Metro Planning staff engaged the various Metro and State Departments and related agencies with interests in South Nashville to ensure that the South Nashville Community Plan facilitated the work of fellow public partners.

**METRO PLANNING COMMISSION**

The South Nashville Community Plan was presented to the Metro Planning Commission at a public hearing on December 13, 2007.

**ISSUES LIST**

At the Vision Workshop, Metro Planning staff asked attendees about the issues faced by their community. The following is a combined list of issues, strengths, challenges and specific suggestions raised at the Vision Workshop.

*What do you like about your community?*

**Community Character** - convenient location, diversity, great neighborhoods, older single-family homes, affordability, large trees, easy

access to Interstate, quiet and safe, Fairgrounds' shows and activities

**Open Space** - Coleman Park, parks, greenways, open space such as at Nashville School of the Arts

**Destinations** - Berry Hill shopping, Grassmere Zoo, diverse restaurants, area colleges, 100 Oaks, Library, Dairy Dip, Butterfly House, SNAP Center, Fall-Hamilton School

*Examples of "Like"*



*What do you dislike about your community?*

**Commercial Corridors** - poor mix of businesses, poor building appearance, lack of streetscaping, sign clutter, video billboards, unsightly power lines, tall fences with barbed-wire, parking areas, not walkable, adult entertainment businesses

**Traffic** - congestion along Nolensville Road, Thompson Lane and Murfreesboro Road, speeding through neighborhoods, I24 isolates neighborhoods leaving them landlocked

**Industrial Uses** - noisy industrial uses with truck traffic in residential areas, the large Sidco/Powell/Armory industrial area, vacant industrial buildings along Fesslers Lane

**Other** - lack of sidewalks in residential areas, noise from Fairgrounds' speedway racing, lack of parks, Dudley Park no longer a community center, barrier created

*Nolensville Pike design plan workshop in July*



*Meeting on final draft of community plan and design plan in October*



Examples of "Dislikes"



open space near schools, more signs along greenway, make Greer Stadium parking into open space instead of just asphalt, include dog park at Coleman Park

**Additional Land Use and Design Issues** - better street signs, better senior housing, more residential lighting, conservation overlay to protect single-family homes, no more duplexes, include landscaping at Fairgrounds and upgrade entrances, redevelop Fairgrounds for a better use, small shops along stretch of Wedgewood Avenue, clean up vacant lots, plant more trees

**DEVELOPMENT GOALS**

The South Nashville Community Plan engaged community members in envisioning the future growth of South Nashville. The ideas gleaned from background research, previous plan updates, and community meetings generated six development goals. These overarching goals and correlating objectives will inform public and private

Example of model for "Like to see changed"



by Radnor Yards, absentee landlords neglecting property, graffiti, dilapidated buildings

*What would you like to see change about your community in the future?*

**Commercial Corridors** - create walkable communities, with streetscaping, landscaping, and improved lighting, revitalize shopping, more restaurants and entertainment options, more sidewalks, stricter sign regulations

**Transportation** - more sidewalks especially near schools, additional greenways and bike lanes, more connections to 100 Oaks and Berry Hill, neighborhood traffic calming, more connections across railroad near I65, more frequent buses, sound walls along I24, additional traffic light in Glencliff Neighborhood along Nolensville Road

**More Mixed Use** - more mixed use types of zoning with industrial areas redeveloping into mixed use as land becomes available

**More Open Space** - more neighborhood pocket parks, additional

investment in South Nashville. The goals are inter-related and mutually reinforcing. These goals can be implemented by partnerships of private and public sector groups with significant resident involvement.

The development goals are benchmarks for future growth and development. Residents, property owners and developers are encouraged to think innovatively in achieving these overarching goals and putting them into practice.

**Goal 1 - Improve the appearance and function of the main corridors and other commercial areas.**



Objectives:

1.1 Focus commercial activity at major nodes along Nolensville Pike and Murfreesboro Pike and transition the land between nodes into higher-intensity housing through the application and use of supporting commercial and mixed use land use policies at those locations.

1.2 Make streetscape improvements to corridors and commercial areas, including adding pedestrian-scaled, coordinated signage, landscaping, transit stops, and other streetscape elements.

1.3 Provide landscaping to complement the impact of new development throughout the South Nashville Community and provide a greater level of comfort for pedestrians.

1.4 Reduce the number of curb

cuts as redevelopment occurs to reduce the number of auto and pedestrian conflicts and create a more pedestrian-friendly environment.

**Goal 2 – Increase commercial choices available to residents.**



**Objectives:**

2.1 Create aesthetically pleasing, pedestrian-friendly commercial services at appropriate locations at neighborhood centers, nodes along Nolensville Pike, and along Murfreesboro Pike to provide adequate opportunities for businesses meeting daily needs. These services should be conveniently located within walking distance of residential areas. This goal is accomplished through the application and adherence to the supporting land use policies.

2.2 Promote the economic vitality of South Nashville through the application and use of land use policies that would support new mixed use development where appropriate along the Corridor and in neighborhood centers.

2.3 Encourage local residents and merchants associations to attract new businesses and high density housing to the corridors that would increase population, preserve existing residential neighborhoods, and help support local businesses.

2.4 Use regulatory zoning tools such as Urban Design Overlays, Specific Plan Zoning Districts and

Planned Unit Developments to assist in guiding redevelopment opportunities.

**Goal 3 - Preserve the character of existing residential neighborhoods.**



**Objectives:**

3.1 Sustain and encourage the diversity of people and housing currently found in the South Nashville Community.

3.2 Create and maintain streetscapes that are friendly to pedestrians and cyclists.

3.3 Encourage recreational spaces and green spaces within walking distance of residential areas.

3.4 Preserve historic features and ensure compatible design and quality of new or renovated structures.

3.5 Apply urban design principles to prevent incompatible infill development.

**Goal 4 - Improve community appearance in general.**



**Objectives:**

4.1 Continue recent community efforts to increase codes enforcement.

4.2 Use regulatory tools, such as Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments, to enforce urban design

principles when creating new development so that it complements and enhances its neighborhood, center, and/or corridor.

**Goal 5 - Minimize land use conflicts between industrial areas and adjoining residential areas.**



**Objectives:**

5.1 Encourage existing businesses to use designated routes for business traffic to minimize the negative effects of truck traffic in residential areas while ensuring the businesses can move goods and services in a timely manner.

5.2 Apply appropriate urban design principles to new industrial and/or non-residential development so that it complements and enhances its neighborhood, center and/or corridor.

5.3 If industrial uses relocate or transition, emphasize a mixture of uses in these areas that is complementary to adjacent residential neighborhoods by placing neighborhood urban land use policy in areas with a mixture of industrial, mixed use and residential uses.

**Goal 6 - Improve transportation infrastructure to meet the needs of an urban environment.**

**Objectives:**

6.1 Make improvements to the transportation systems that enhance accessibility, circulation, and urban design.

6.2 Recognize that the streets and



sidewalks of South Nashville are important public spaces and should be developed to be safe, comfortable, and welcoming.

6.3 Redevelop the street grid and improve connectivity in cases where this is possible.

6.4 Increase transit options and provide more comfortable and attractive transit stops.

6.5 Add sidewalks, bikeways and bike lanes, and greenways throughout the South Nashville Community.

## DESIGN PRINCIPLES

The South Nashville Community Plan recommends specific design principles to create the desirable, sustainable, well-planned community envisioned by community members. The design principles in this section complement the Development Goals and should be used by community members, Metro Planning Commission, Metro Council and Metro Departments to guide how public improvements and private development occur in South Nashville. It is worth noting that the design principles discussed here do not refer to architectural design, but rather to urban design, or the interaction of buildings, streets and open space.

### MAJOR CORRIDORS

Improving the function and appearance of South Nashville's major corridors is an important goal of

the Community Plan. Participants in the planning process expressed dissatisfaction with the current uncoordinated pattern of building types, setbacks (the distance between the building and the street), and building orientation along the Nolensville and Murfreesboro Pike corridors. The appearance of signs and their often disproportionate size is a source of dissatisfaction in the community. Another complaint about the corridors is the overabundance of access points onto these busy streets, which causes traffic congestion as cars slow to turn and safety hazards for pedestrians, bicyclists, competing with vehicles turning off the street.

The goal of improving the function and appearance of the major corridors is closely related to the goal of increasing commercial choices for residents. Major commercial services should be concentrated at specified nodes along the corridors to concentrate the commercial development. Ideally, the nodes would be spaced about a half-mile apart with lower intensity mixed use or residential development at locations between major nodes. Residential development should be considered an important element of the mix of uses along the corridors. Residential development along the corridors provides for housing choice (multi-family structures of apartments or condominiums), with access to transit. This residential development also provides customers for the commercial development. In addition to residential and commercial development, civic uses, such as schools, churches and libraries, are found along these corridors and are encouraged to remain.

Consolidating access points to

commercial areas is crucial to improving the commercial areas and increasing transportation options by making walking and cycling safer, more attractive options. Continued streetscape improvements are also advisable. The pattern of setbacks should evolve to a standard of buildings being set close to the street edge (at the back of the sidewalk) to create a pedestrian-friendly environment.

### INFILL AND INTENSIFICATION

Although the community's overall population is expected to remain stable over the decade, South Nashville is experiencing demographic changes as current, often elderly residents, leave the community and new residents enter the community. Although many new residents are renovating existing housing, some seek new housing options - for example, townhouses - that are not widely available in South Nashville. The thoughtful design and integration of new and sometimes more intense infill housing is critical to the area's future to provide housing choice for current residents seeking to downsize and remain in the neighborhood and new residents seeking to join the neighborhood. Design elements, such as building size, orientation and setbacks, need to be carefully addressed in order to ensure the compatibility of new housing with the existing character of the neighborhood.



**NEIGHBORHOOD CENTERS**

The small mixed use neighborhood centers found at several locations throughout the South Nashville Community are integral amenities of the neighborhoods they serve. It is important that their scale and function be focused at the neighborhood level because larger commercial centers will displace surrounding residential and draw larger clientele from beyond the immediate neighborhood. Each neighborhood center has design elements such as the mix of uses, heights of build-

ings, setbacks, etc. The design of each of the various elements in a neighborhood center should respect its residential surroundings.

Although these neighborhood centers will typically include small commercial uses, they will also include residential uses to support the commercial services in the center and to provide housing choice to residents. The housing element will include a variety of housing types, including the single-family homes that are found at many of South Nashville's neighborhood centers, as well as townhouses and housing above commercial.



**PEDESTRIAN ENHANCEMENTS**

Additional sidewalks are needed for pedestrians in the community. Crosswalk improvements, relocating utilities behind or beneath structures, consolidating auto access points into commercial areas and



adding amenities such as bus shelters and benches are necessary to make the area safe and comfortable for pedestrians and transit riders.



**LAND USE POLICY PLAN**

The Land Use Policy Plan map is the core product of the South Nashville Community Plan. It displays the land use policies that apply throughout the community. In addition to Figure 11 on page 53, a large fold-out version of the map is provided in the back pocket of this document.

The land use policies guide decisions on the future use of land within the South Nashville Community. The policies of the Land Use Policy Plan reflect the development goals discussed above. The policies match the Community Transect, and work with the Vehicular Transportation Plan, the Pedestrian and Bicycle Network Plan and the Open Space Plan discussed in later sections of the South Nashville Community Plan.

The land use policies on the Land Use Policy Plan map are used to guide:

- 1) the Metro Planning Commission's recommendations to Metro Council regarding proposed changes in zoning;
- 2) recommendations to Metro Council and/or other departments regarding the provision or upgrading of public facilities in the South Nashville Community; and,
- 3) the Metro Planning Commission's decisions on subdivision requests and other development-related decisions such as special exceptions, mandatory referrals and disposal of surplus public property.

Property owners and developers will also consult the policies on the Land Use Policy Plan map when deciding how to develop property. Even prospective homebuyers rely

on the map to help them decide where to buy a home in the community.

The Land Use Policy Plan includes 16 different land use policy categories plus a designation for major water areas. The definitions, standards, and description of all these land use policy categories are in a document entitled “Land Use Policy Application (LUPA).” That document should be used in conjunction with this plan to determine what development is intended at a particular location or area. A copy of LUPA is provided with a hard copy of the South Nashville Community Plan. LUPA can also be viewed online on the Planning Department’s web site at [www.nashville.gov/mpc/pubprice.htm](http://www.nashville.gov/mpc/pubprice.htm). The standard policies in LUPA guide development in each policy area, except where special policies apply. The following sections highlight key features of the Land Use Policy Plan and provide an overview of the land use policies.

**NATURAL CONSERVATION AND OPEN SPACE POLICIES**

The land use policies applied along of the community’s major waterways and civic/open space areas generally reflect existing conditions that are not expected to change significantly. These are areas designated NCO (Natural Conservation) and OS (Open Space) on the Land Use Policy Plan. Additional areas of open space desired by the community are designated POS (Potential Open Space) on the Land Use Policy Plan. In all, these three policy categories apply to over 1,500 acres or 15 percent of the community.

Because the South Nashville Community is mostly developed, including many areas subject to periodic flooding, NCO policy is limited

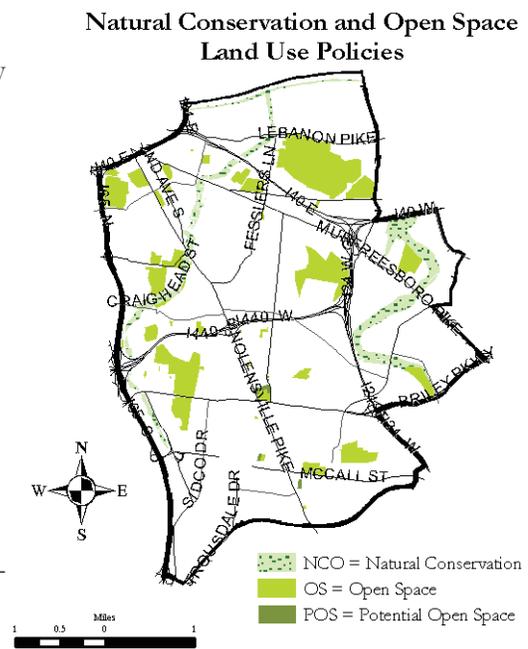
mainly to the floodway portion of the 100-year FEMA floodplain and the 75-foot floodway buffer adjacent to the floodway along the Cumberland River, Mill Creek and Browns Creek. Development in areas designated NCO is regulated by Metro’s storm water management regulations. The standard policies for NCO apply to all of these areas.

OS policy applies to areas that are publicly owned or controlled and are intended to remain in civic or open space uses, and to major cemeteries and any private nonprofit land trusts. Among the uses OS policy includes are all existing public parks, schools, libraries and fire stations; as well as the three major cemeteries. The most notable OS policy areas are the Tennessee State Fairgrounds, the historic City Cemetery and Fort Negley Park, the 90-acre vacant portion of the former Tennessee Preparatory School (IPS) site, and Woodlawn, Mt. Olivet and Calvary Cemeteries. The standard policies for OS apply to all of these areas, except for the Tennessee State Fairgrounds and part of Fort Negley. Those exceptions are guided by special land use policies (#1 and #2) presented later in this section.

POS policy applies to areas that are not publicly owned, but which are envisioned to become public open spaces in the future. POS policy applies to 6 locations, all in the Woodbine and Radnor areas. Because POS policy areas are not publicly owned, alternate land use policies apply

in case properties are developed rather than becoming public open space. The POS policy areas and alternate Land Use Policy Plan policy for each area are as follows.

- 1) *Small open space at Oriel and Austin Avenues:* alternate policy is “Neighborhood General (NG)”;
- 2) *Small triangular open space at Whitsett Road and Foster Avenue:* alternate policy is “Neighborhood Center (NC)”;
- 3) *Area adjacent to north side of Coleman Park:* alternate policy is “Community Center (CC)” along Nolensville Pike to a depth of 400 feet and “Neighborhood Urban (NU)” for the remainder of the area;
- 4) *Area along Meade Avenue adjacent to Metro’s former Radnor Water Tank site at west terminus of McClellan Street:* alternate policy is “Neighborhood General (NG)”;
- 5) *South side of Thuss Avenue opposite the elderly highrise residential:* alternate policy is “Neighborhood General (NG)”;
- 6) *South side of Harrison Street:* alternate policy is “Neighborhood Gen-



eral (NG)” from Harrison Street southward to the existing R8/OR20 zoning line and “Community Center (CC)” for the remainder.

**ESTABLISHED SUBURBAN RESIDENTIAL POLICIES**

The land use policies applied to much of the community’s existing suburban residential development recognize and reflect the maintenance of the established character without promoting extensive change. These are areas designated “RL (Residential Low Density),” “RLM (Residential Low-Medium Density),” “RM (Residential Medium Density),” and “RMH” (Residential Medium-High Density) on the Land Use Policy Plan. In all, these land use policies apply to about 20 percent of the community (1,564 acres including unparceled areas). Almost all of these land use policies remain unchanged from the plan adopted in 1999. The RMH policy area on the south side of Lebanon Pike on the eastern edge of the community was previously

industrial policy, but the intent now is to conserve this residential area.

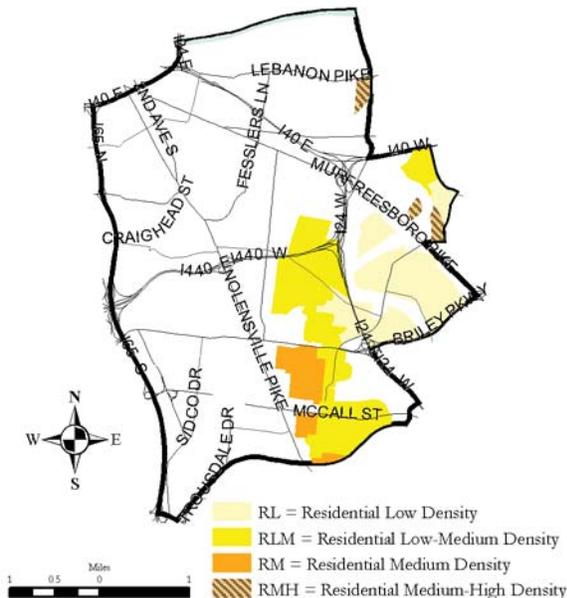
About 90 percent of the parceled land in these policy categories contains residential development and, of that, an estimated 93 percent is subdivisions dominated by single family homes. About 5 percent of the parcel acres are classified as vacant and provides suburban infill opportunities. The land use policies intend to preserve and protect the established character, unless special policies are used to change the character of the area. The plan encourages rezoning when the existing zoning district does not support the areas established character. The standard land use policies in LUPA apply to all areas designated RL, RLM, RM and RMH policy.

**“WALKABLE NEIGHBORHOOD” RESIDENTIAL POLICIES**

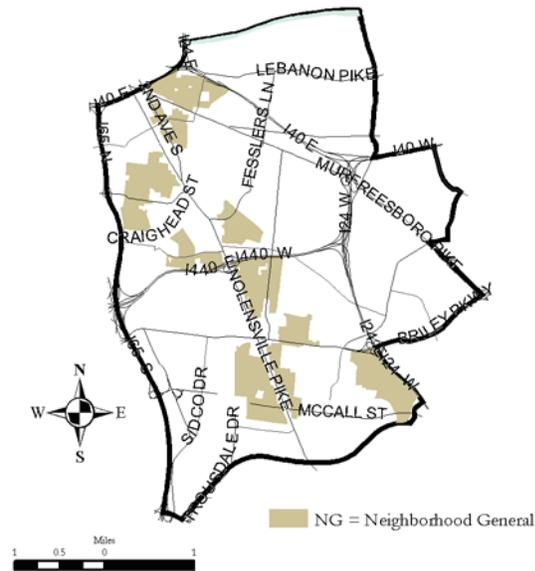
The land use policy applied to much of the community’s older, predominantly residential areas is NG (Neighborhood General) in recognition of their traditional neigh-

borhood character. NG areas may also be ones that have the essential components of traditional neighborhoods and can evolve into such neighborhoods. Traditional walkable neighborhoods are characterized by a mixture of housing opportunities. They also have a carefully designed (not random) pattern of residential development that generally decreases in intensity from the center to the edge of the neighborhood. NG is also applied to establish a foundation for more detailed neighborhood design planning. All of the areas designated NG on the Land Use Policy Plan, except the ones next to I24 and along Thompson Lane east of Simmons Avenue, are intended to be integral elements of “walkable” neighborhoods. This will be reflected in detailed neighborhood plans created for each neighborhood. (See the section entitled “Detailed Neighborhood Design Plans and Corridor Plans” later in this chapter for the neighborhoods identified for preparation of detailed neighborhood design plans).

**Suburban Residential Land Use Policies**



**Walkable Neighborhood Residential Land Use Policies**



To ensure that properties in NG policy are developed in a thoughtful manner that is respectful of the surrounding neighborhood, properties seeking a zone change in the NG policy are required to submit a site plan for their development. Special policies (#3 and #6) apply to the NG policy areas east of Simmons Avenue and next to I24 to guide new development in those otherwise predominantly suburban areas.

NG policy applies to 13 percent of the community - 1,316 acres including unparceled areas. About 58 percent of areas designated NG policy were RM policy and 31 percent were RLM policy in the previous South Nashville Community Plan. RMH, CAE or MU policy previously applied to the remaining 11 percent. Of the 1,021 parcel acres designated NG, an estimated 85 percent (864 acres) contain residential uses, about two thirds of which is single family homes. About 8 percent of the parcel acreage designated NG is classified as vacant.

Development opportunities within NG policy areas are determined through the detailed land use policies applied to NG policy areas in the neighborhood design plans. The transition at the edge of NG policy areas is very important. Creating gradual transition from NG policy to less intense policies is very important to respect adjoining neighbors.

The basic principles of a “walkable” neighborhood can be found in the “Neighborhood Guidebook – A Philosophy on Creating Neighborhoods.” A link to this guidebook can be found on the Planning Department’s website at [www.nashville.gov/mpc/neigh.htm](http://www.nashville.gov/mpc/neigh.htm). It is also available at the Planning Department office.

**MIXED USE DEVELOPMENT POLICIES**

Four land use policies apply to areas that are mixed use in character and are expected to remain as such. These land use policies are also applied to areas where a greater mix of uses is intended. They are the areas designated NU (Neighborhood Urban), CC (Community Center), NC (Neighborhood Center) and CMC (Commercial Mixed Concentration) on the Land Use Policy Plan map. Together, they apply to 20 percent of the community - 1,985 acres including unparceled land. Of the 1,377 parcel acres in these policy categories, about 81 acres or less than 5 percent are classified as vacant.

Neighborhood Urban (NU) policy applies to many older developed areas in the northwest section of the community. NU policy is intended to contain fairly intense development and include a wide mix of residential and nonresidential uses. Some NU policy areas may include enclaves of older industrial development. Of the 985 acres designated NU, about 58 percent was previously industrial (IND) policy and another 28 percent was MU (Mixed Use) policy. The previously IND policy areas are envisioned to evolve into areas with more of a mixture of uses, including commercial and residential development. Like NG policy, NU policy serves as a foundation for detailed neighborhood design planning. The mix, pattern,

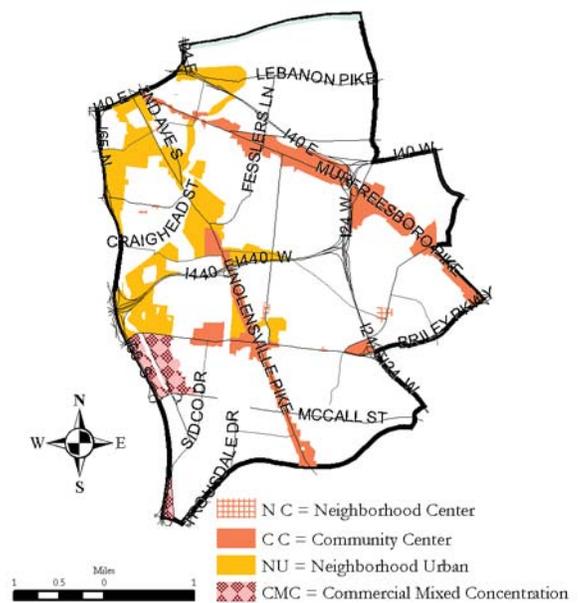
character and design of development in most NU policy areas is intended to be established in detailed design plans. Also like NG policy, properties within NU policy that are seeking a zone change are required to submit a site plan.

CC policy applies to over 800 acres, mainly along Nolensville Pike from Polk Avenue southward, along most of Murfreesboro Pike and along segments of Thompson Lane near Nolensville Pike and at I24. The aim of CC policy is to create mixed use corridors that:

- 1) are functionally well-designed for both traffic and adjacent land uses,
- 2) promote and enhance the possibility of transit service, and
- 3) are pleasant and inviting to pedestrians and motorists.

By itself, Community Center (CC) policy does not provide enough guidance to achieve a particular development pattern within the corridor. Without further guidance, the land use pattern is likely to be

**Mixed Use Center Land Use Policies**



random and disorganized, much like many of Nashville’s major arterials. Increased emphasis on pattern, design and character of development is intended in CC policy areas whether or not they are included in areas targeted for detailed neighborhood design plans. Almost all of the CC policy along Nolensville Pike is in neighborhoods identified for detailed design planning, as is the CC policy along Murfreesboro Pike between the I40 inner loop and Browns Creek. CC policy also requires design-based rezoning – any zone change for properties within CC policy should include a site plan.

Detailed neighborhood design plans are not intended for the Murfreesboro Pike corridor east of Browns Creek because of the nonresidential character of many adjoining areas. Therefore, to improve appearance and guide future development along this segment of Murfreesboro Pike, it is recommended that a detailed corridor design plan be prepared for this CC area similar to the one prepared for the Dickerson Pike corridor in the Parkwood – Union Hill Community Plan. When completed, it should be amended into this plan as an appendix. The objectives of the detailed corridor design plan should include:

1. establish a detailed land use plan that refines and guides the pattern of development within the CC policy area;
2. guidelines for the size, height, placement and layout of development along the corridor; and,
3. a “Streetscape Plan” to guide future development of the public right-of-way in the corridor.

Neighborhood Center (NC) land use policy applies to six small areas scattered around the com-

munity. The policy covers 33 acres, which is less than 1 percent of the community. NC policy areas are intended to be pedestrian-friendly and small in scale, with an integrated mix of uses, within or at the edge of residential neighborhoods. NC policy also provides a foundation for detailed neighborhood design planning, but it is also appropriate in areas not targeted for detailed design planning. Four of the locations designated NC are in areas where detailed neighborhood design planning is anticipated. The other two - at Thompson Lane and Mashburn Drive and at Thompson Lane and Glenrose Avenue - are not targeted for detailed design planning. However, the one at Mashburn Drive is in a special policy area (#3).

Commercial Mixed Concentration (CMC) policy applies to 192 acres or about 2 percent of the community. Most CMC policy is in the 100 Oaks/Sidco Drive area; there is a small amount at Sidco Drive and Harding Place. The 100 Oaks area CMC policy includes the Pepsico Plant site. That site was previously IND policy and a special policy (#4) applies to that site to guide its redevelopment if that occurs.

Design-based zoning is recommended to implement development in all NU, NC and CC policy areas. It should also be considered in CMC policy areas, especially where master development plans are prepared to guide new development.

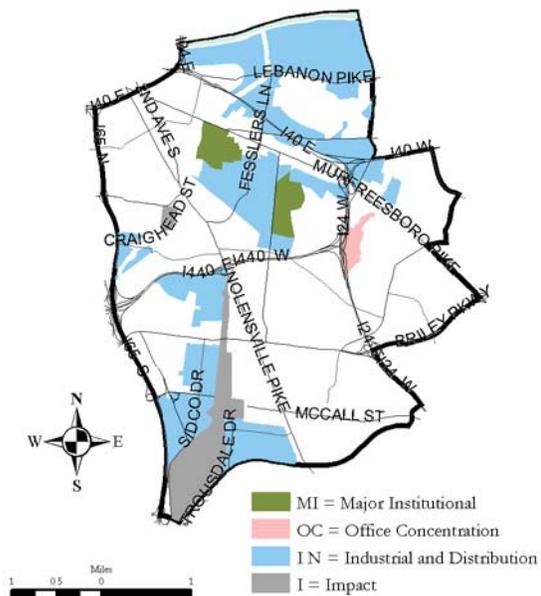
**DISTRICT LAND USE POLICIES**

These land use policies - applied to much of the community’s industrial, office and major institutional development - recognizes these established uses and the expectation that they will continue for the foreseeable future. Four land use policy categories encompass these activities. They are MI (Major Institutional), OC (Office Concentration), IN (Industrial and Distribution) and I (Impact). Together, these policy areas apply to 31 percent - 3,020 acres - of the community.

Office Concentration (OC) land use policy applies to the existing 70 acre development next to I24 between I440 and Murfreesboro Pike, most of which is designed as an office park. This area also contains some multifamily residential uses, which are appropriate. The standard policies for areas designated OC apply to this area.

Major Institutional (MI) land use policy applies to two areas - the Trevecca Nazarene University area (108 acres) and the developed por-

**District Land Use Policies**

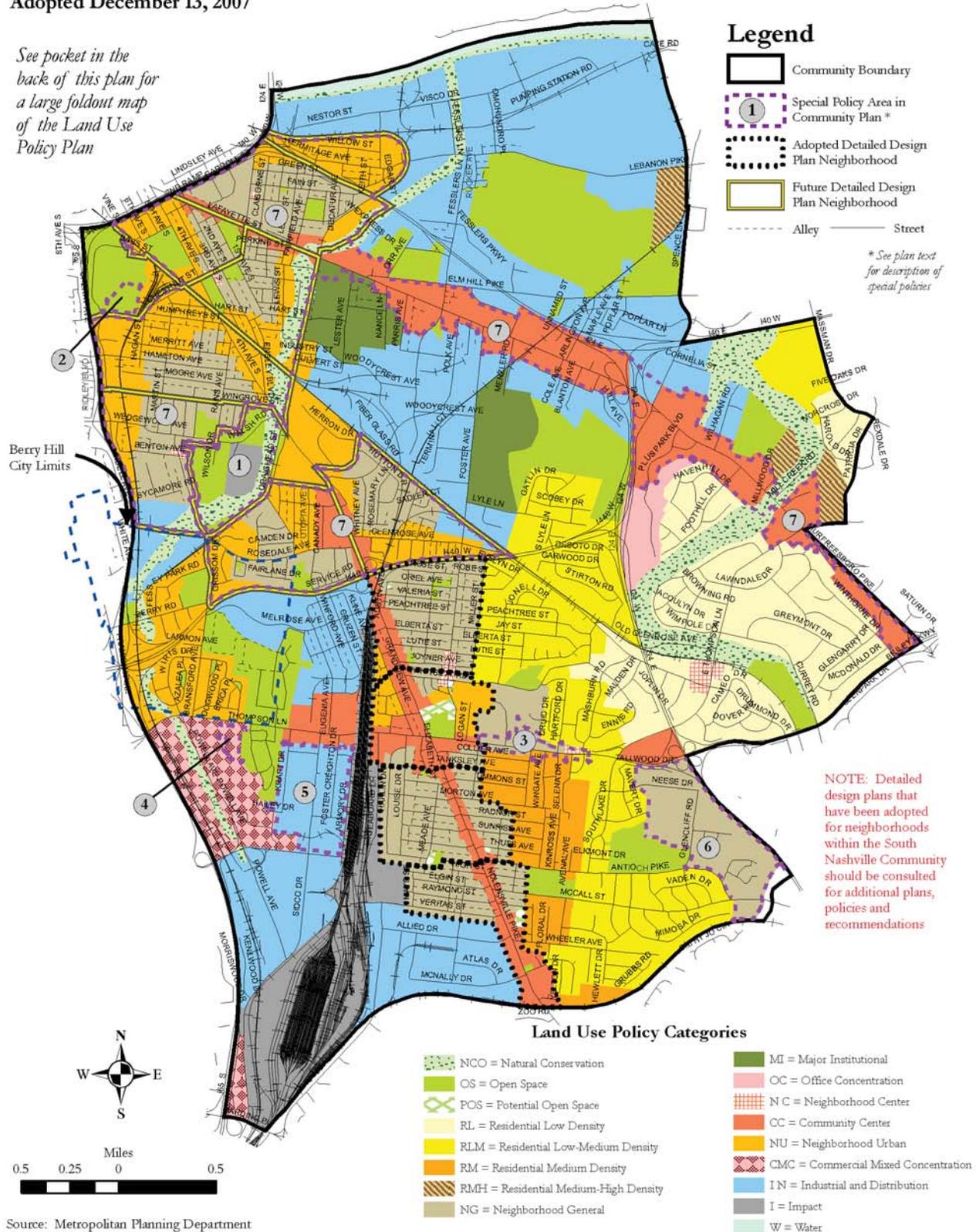


# FIGURE 11 LAND USE POLICY PLAN

Adopted December 13, 2007

# SOUTH NASHVILLE COMMUNITY

See pocket in the back of this plan for a large foldout map of the Land Use Policy Plan



tion of the former Tennessee Preparatory School (TPS) site on Foster Avenue (111 acres). The MI policy for Trevecca Nazarene University reflects the area that contains the existing university along with adjoining areas envisioned to accommodate university expansion. A mixture of civic and public benefit uses are envisioned on the former TPS site. The standard policies for MI policy areas apply to both of these areas.

Industrial and Distribution (IN) land use policy applies to 2,230 acres or about 23 percent of the community. All of the property that now has IN policy previously had an old policy called IND (Industrial) that applied in the prior plan. Of the 1,918 parcel acres in IN policy, about 79 percent (1,521 acres) are currently occupied by industrial and commercial uses. Only 5 percent or 103 parcel acres are classified as vacant. A special policy (#5) applies to the IN policy area north of Armory Drive between the cemetery (OS policy) and CSX Radnor rail switch yard (which has Impact policy) that supports a carefully planned transition of this area to a mixed use area in the event that interest arises for that type of development.

Impact (I) land use policy applies to two locations totaling 452 acres with activities that have a significant impact on their surroundings. The largest area (422 acres) encompasses the CSX Radnor rail switch yards. The other area is the portion of the Tennessee State Fairgrounds that contains the Music City racetrack. Though small (30 acres), this activity generates considerable noise and its continuation as a racetrack is an ongoing issue in the community. Special policy area #1 includes this Impact policy area.

**SPECIAL POLICY AREAS**

Special policies apply to six locations around the community. The special policies are used to add clarity about the type of development intended and/or the level of planning or regulation for new development. The locations of the special policy areas are shown on the Land Use Policy Plan map. The special policies are described below.

*Special Policy Area 1 – Metro “Fairgrounds” Property*

1. Continued use of this unique public space for the annual state fair and a variety of other appropriate, community-oriented activities is intended. Development and use of the fairgrounds should be sensitive to, and compatible with, the surrounding community, especially the nearby residential areas. In the event that existing activities that are a nuisance to residential development (particularly automobile racing) cease operations, they should be replaced by activities that are compatible with surrounding residential; the nuisance activities should not be allowed to return in the future.
2. The portion of the fairgrounds site that contains the racetrack and grandstands is designated as Impact (I) policy, reflecting the nature of the existing use and uncertainty about its future. Should the auto racing activity cease, the alternate policy applicable to this area is

*Fairground Racetrack*



“Open Space” and use of this area should be guided by items 1 and 4 in this special policy.

3. The portion of the site that is defined floodway and 75-foot floodway buffer of Brown’s Creek should remain undeveloped and be limited primarily to passive recreational uses and open space. Within the floodway, a greenway easement should be defined and dedicated between Nolensville Pike and Bransford Avenue and developed as part of the county-wide greenway system.

4. A master site plan is recommended to guide physical development of the site and to promote neighborhood-friendly activities, design, and integration with the surrounding area. The master site plan should include, but not be limited to, recommendations for buildings and other structures, appropriate activities and functions, access, parking and traffic circulation, pedestrian facilities, landscape buffering and on- and off-site utilities and other needed infrastructure.

*Special Policy Area 2 – Metro Ft. Negley Park: Greer Stadium Site*

1. In the event that the current ball-field activity ceases, the site should be unified with the portion of Ft. Negley Park that contains the Adventure Science Center and historic Ft. Negley. Development should be based on an updated unified master development plan for the entire

*Greer Stadium in Fort Negley*



park that recognizes its unique regional role and enhances its cultural and historic value.

2. Some of the site may be appropriate for non-recreational, community-oriented and/or essential services provided by the Metropolitan Government, as long as they are adequately buffered and the integrity of the park is maintained. Proposals should be considered on their merits and incorporated into the master plan for the park. Possible examples include a fire station, library, social service outlet or health clinic.

3. Leasing all or some of the site may be appropriate for activities other than those described in items 1 and 2 provided they:

- a) offer a clear public benefit,
- b) are accessible to the general public, and
- c) do not adversely impact the operation and enjoyment of the remainder of the park.

*Special Policy Area 3 – Thompson Ln. Corridor: Simmons Ave. to Mashburn Rd Intersection*

1. Land uses intended in the NG, RM and RLM policy areas include all types of residential development, community services customarily allowed in residentially zoned areas, and offices. Land uses intended in the NC policy area are those allowed in the MUL zone district.

2. Maximum recommended intensity (measured in “floor to area

ratio,” the ratio of square footage allowed in the building compared to the area of the property) is 0.80 in the NG and NC policy areas, 0.60 in the RM policy area, and 0.40 in the RLM policy area. Maximum recommended residential density is 20.0 units/acre in the NG and NC policy areas. The standard maximum densities are recommended for the RM policy area (9.0 units/acre) and the RLM policy area (4.0 units/acre.)

3. Maximum recommended height is 3 stories (up to 45 feet) throughout the special policy area.

4. Parcel and access consolidation and, to the extent practical, cross-access between abutting uses are encouraged to reduce and manage traffic along Thompson Lane. New development and redevelopment should be pedestrian-friendly. Buildings should be oriented toward and placed closer to Thompson Lane, with parking areas consolidated beside and/or behind buildings.

5. Design-based zoning (i.e. either SP or a UDO or PUD in combination with an appropriate base district) is recommended wherever a zone change is necessary to ensure the intended type and design of development and the provision of any needed infrastructure improvements.

*Special Policy Area 4 – Pepsico Bottling Site*

1. In the event that the current ac-

tivity ceases, redevelopment of this industrial site to a mixture of uses is appropriate. This mixture would, ideally, include a significant amount and variety of housing. Redevelopment should be guided by a master development plan for the entire site that is coordinated and integrated in use and connectivity with the abutting 100 Oaks area development.

2. Development should be urban in character and design; three stories at a minimum. Four to ten story mixed use buildings with upper floor residential and all-residential buildings are appropriate. A key requirement of additional development, that cannot be supported by existing infrastructure, is the provision and coordination of necessary infrastructure improvements with that development.

3. Design-based zoning (i.e. either SP or a UDO or PUD in combination with an appropriate base district) is recommended to ensure:

- a) the intended mix and character of development and
- b) the timely and coordinated provision of needed infrastructure improvements with the development they will support.

*Special Policy Area 5 – Sidco Dr. Area North of Armory Dr*

1. Incremental transition from industrial to a mix of commercial businesses, offices, a variety of urban residential development,

*Thompson Lane Special Policy Area*



*Pepsico Special Policy Area*



*Sidco Drive Special Policy Area*



community services and open space is appropriate in this area. A block-by-block mixture of residential and nonresidential uses, including vertically mixed buildings, is encouraged, except in blocks next to the rail switchyard, where residential development may not be appropriate. The broadening of uses should be preceded and guided by a master development plan for the entire area. The master plan should include phasing:

- a) to facilitate an orderly progression of new development and
  - b) to tie and coordinate development in each phase with infrastructure improvements necessary to support it.
2. Development of the southwestern portion of this area should be coordinated with, and integrated in, uses and connectivity with the abutting 100 Oaks area development. Development along the area's eastern edge should be compatible with the CSX Radnor rail switchyard.
3. The appropriate bulk and intensity of new development and zoning to implement the master plan should be determined in conjunction with preparation of that plan.

*Special Policy Area 6 – Glencliff Rd. / I24 Area*

The goals for special policy area 6 are to increase home ownership and to provide an integrated mix of

*Existing Residential in Glencliff Rd. Area*



housing with an open, pedestrian-friendly character. The special policies are as follows.

1. Appropriate types of new residential development intended in this area are “single family detached” and “townhouses on individually subdivided lots.”
2. The maximum recommended density of new residential development that requires a zone change is 9.0 units/acre, subject to the availability or provision of adequate support infrastructure. The density of existing development that is already over 9.0 units/acre should not be increased.
3. Maximum recommended height is 3 stories throughout the special policy area.
4. Consolidation of properties is encouraged, particularly the underutilized ones east of Glencliff Drive and those fronting on Antioch Pike. Street system and pedestrian pathway connectivity should be emphasized in the design of new development.
5. Design-based zoning (i.e. either SP or a UDO or PUD in combination with an appropriate base district) is recommended to ensure the intended form of development and provision of any needed infrastructure improvements.

*Special Policy Area 7 - Future Neighborhood and Corridor Design Plan Areas*

*Segment of Future Murfreesboro Pike Corridor Design Plan Area*



This Special Policy applies to Community Center, Neighborhood Urban and Neighborhood Center policy areas for which there is no Detailed Neighborhood or Corridor Design Plan. The purpose of this Special Policy is to refine the policy provisions for these areas to help guide land use decisions until more detailed planning efforts can be completed. The special policies are as follows:

1. For all portions of Special Policy Area 7, the only applications for rezonings of residential districts to a mixed use, office, or office/residential district that should be supported, unless there are exceptional circumstances, are those that:
  - a) Are for a Specific Plan district or are accompanied by an Urban Design Overlay or Planned Unit Development application; and
  - b) Have been presented to the local public for input at one or more community meetings prior to the Planning Commission public hearing on the application.

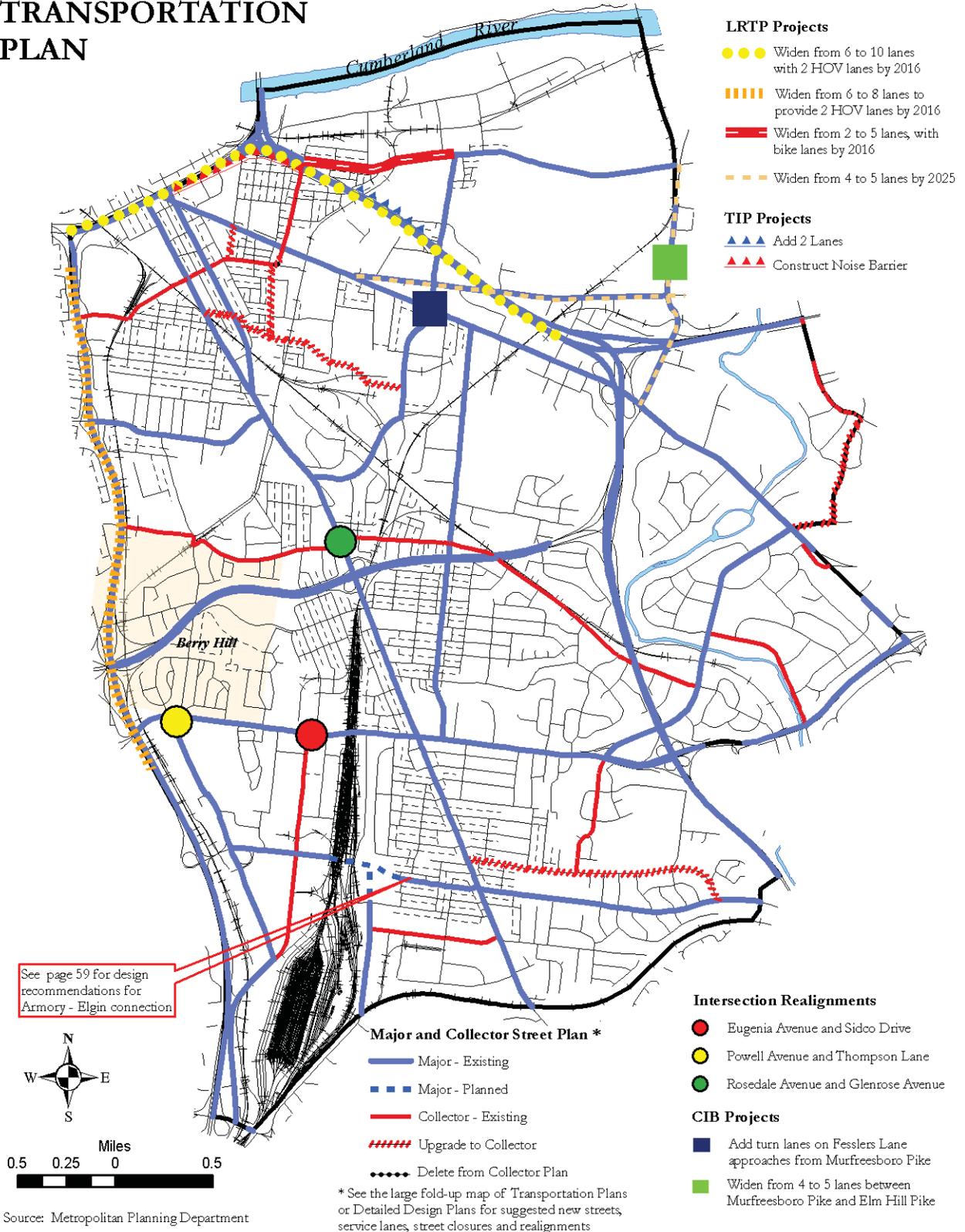
2. Rezoning to commercial, industrial, or lower density residential districts should not be supported, unless there are exceptional circumstances.

**VEHICLE TRANSPORTATION PLAN**

Figure 12 shows the Vehicle Transportation Plan for South Nashville. A larger illustration of this transportation plan is on the reverse side of the Land Use Policy Plan fold-out map in the back of the community plan. Projects discussed below and shown on Figure 12 are intended to increase the capacity of some existing streets and

**FIGURE 12  
VEHICULAR  
TRANSPORTATION  
PLAN**

**SOUTH NASHVILLE  
COMMUNITY PLAN**



highways, with one significant new street connection planned between Armory Drive and Elgin Street. This would require a viaduct over Radnor Yard and the widening of Elgin Street and McCall Street.

**MAJOR AND COLLECTOR STREETS**

The adopted Major Street Plan (MSP) and Collector Street Plan (CSP) are the official Metro plans for these types of streets. These documents outline the envisioned use and features of major and collector streets, including widths in lanes. Implementation of the MSP and CSP occurs through the programming and funding of projects at both the regional and local levels. Projects that involve federal and state funds are planned by the Nashville Area Metropolitan Planning Organization (MPO), the regional transportation planning agency. The South Nashville Community Plan recommends some changes to the MSP and CSP. These changes can be made when the community plan is adopted or they can be considered later as part of the Countywide transportation planning process.

Planned improvements must, of course, be funded. There are three primary funding sources. The MPO's Long Range Transportation Plan (LRTP) includes all of the projects that are planned long-term (25-30 years). Of the projects in the LRTP, those that are imple-

mented short-term are included in the MPO's three-year Transportation Improvement Program. Locally funded projects, including those with both Metro and non-Metro funds, are programmed and funded in Metro's six-year Capital Improvements Program and Budget (CIB).

Projects under the following programs include:

*Capital Improvements Budget (CIB)*

There are few projects (project #) listed specifically for the South Nashville Community. There are countywide line-items, however, such as general paving and street lighting upgrades and an Intelligent Transportation Systems (traffic cameras, electronic message signs, etc.) program for arterial streets that would benefit streets within the South Nashville Community.

**Fesslers Lane** (06PW0007) – Add turn lanes on Fesslers Lane approaches from Murfreesboro Road, planned for 2006-2010, but not funded;

**Finley Drive, Winthorne Drive, Glengarry Drive** (03PW0028) – Install sidewalks on these streets and in front of Glengarry Elementary School, planned for 2006-2008, but not funded;

**Spence Lane** (97PW051) – Widen from 4 to 5 lanes (add center turn-lane) between Murfreesboro

Pike and Elm Hill Pike for industrial development, planned for 2006-2011, but not funded.

*Long Range Transportation Plan (LRTP)*

Projects (project #) listed for the South Nashville Community include the following, with year of planned funding and construction:

**Lebanon Pike** (1043) – Widen from 2 to 5 lanes, including bike lanes (4 travel lanes and continuous center turn lane) from Fairfield Avenue to Fesslers Lane, 2016;

**I40/I24** (73) – Widen from 6 to 10 general travel lanes (not including existing 2 HOV lanes) between I65 and I24/I40 junction, overall widening from 8 existing lanes to 12 planned lanes, including a full diamond interchange at Fesslers Lane, 2016;

**I40** (28) – Widen from 6 to 8 lanes between I24 and Donelson Pike to provide 2 HOV lanes, Completed 2006;

**Spence Lane** (1057) – Widen from 4 to 5 lanes between Lebanon Pike and Elm Hill Pike, 2016;

**Elm Hill Pike** (1081) – Widen from 4 to 5 lanes between Murfreesboro Pike and Donelson Pike, 2025;

**I65** – Widen from 6 to 8 lanes between I40 and I440 to provide 2 HOV lanes, 2016

*Transportation Improvement Program (TIP)*

Projects (project #) in line for funding include:

**I40/I24** (2003-004) – Construct an additional lane for one mile from the Fesslers Lane interchange to Green Street to improve merging and exiting movements;

*Road reconstruction - typical capital improvement*



**I40/I24 (2005-002)** – Construct a noise barrier wall wrapping around MDHA’s Tony Sudekum and J.C. Napier Homes from Lafayette Street to Fairfield Avenue.

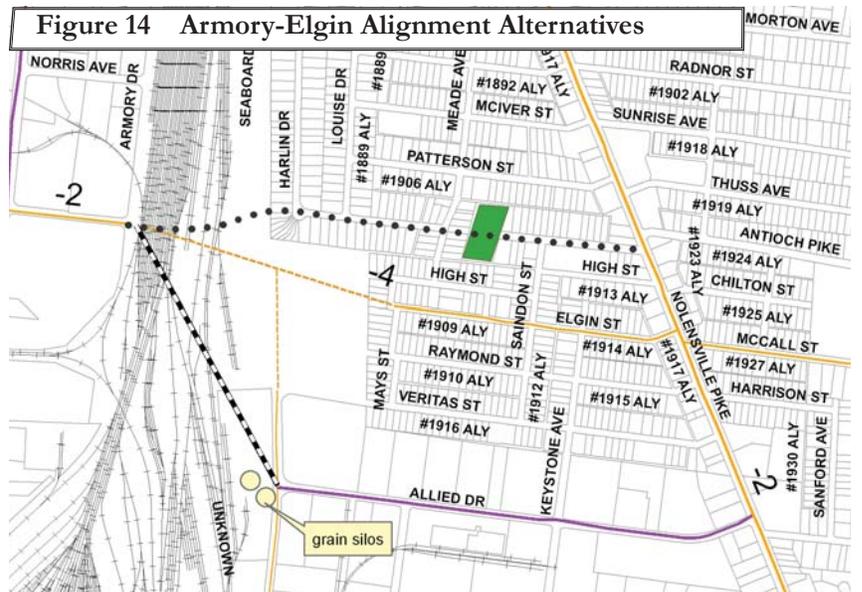
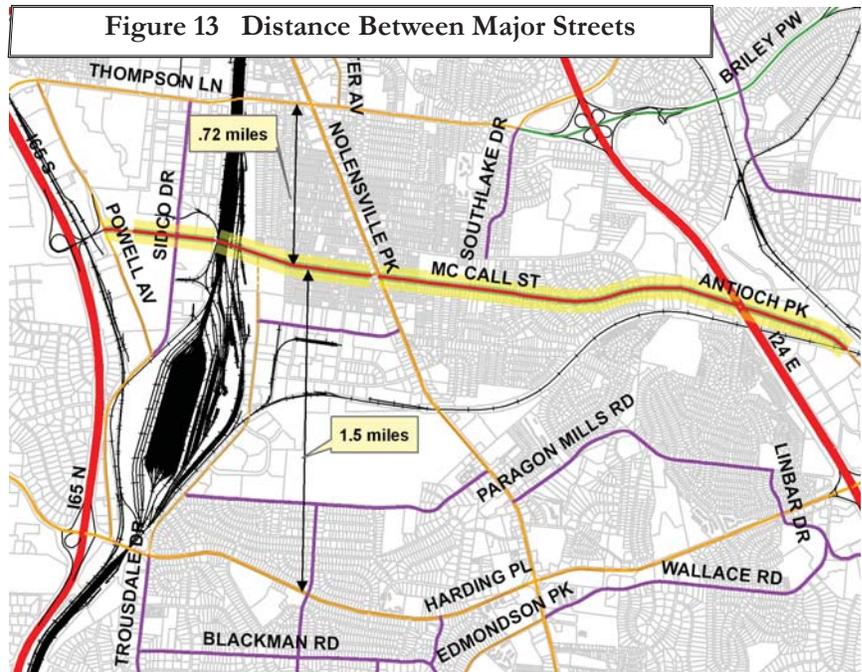
**MAJOR AND COLLECTOR STREET RECOMMENDATIONS**

As noted above, discussions with stakeholders during the South Nashville Community Plan Update yielded consensus on recommended changes to the Major and Collector Street Plans.

1. As part of the review and updating of the MSP and CSP:

1.a. Amend the planned street connection between Armory Drive and Elgin Street from a 5-lane street to a 3-lane street. This compromise would increase east-west network connectivity for South Nashville and Davidson County as a whole. Major streets (arterials and collectors) should generally be placed one half-mile or less from one another in urban areas, with one to two mile intersection spacing suitable for lower density suburban and rural areas. By creating a dense network of streets, a larger number of major streets can distribute traffic with fewer travel lanes per street, striking a balance between vehicle mobility and pedestrian access across streets to adjacent property. The distance between Thompson Lane and Harding Place is currently 2.2 miles, indicating the need for another east-west link between them (see Figure 13). Due to community concerns, planning staff considered two alternative alignments to the Amory-Elgin connection.

1.a.i. The northern alignment (see Figure 14) would impact more existing homes, in addition to dividing a



proposed park.

1.a.ii. The southern alignment would require a longer viaduct, removing large grain silos and other industrial uses along Trousdale Drive, and end at the intersection of Allied Drive and Nolensville Pike. This alignment would prevent the connection’s larger purpose of a continuous east-west connection for

the community.

1.b. Amend MSP to maintain Nolensville Pike as a 5-lane (84 feet of right-of-way, widened to 95 feet of right-of-way for bike lanes) street rather than the planned 7-lane street (110 feet of right-of-way). The Tennessee Department of Transportation (TDOIT) has plans to widen Nolensville Pike to 7 lanes in

southeastern Davidson County and northern Williamson County between Old Hickory Boulevard and Burkitt Road, yet should re-evaluate continuing this same section along the more urbanized portion of Nolensville Pike in South Nashville.

1.c. Re-evaluate widenings on sections of I65, I24, I40 and I440; Metro’s Major Street Plan shows a number of Interstate sections planned to be larger than they currently are, yet right-of-way availability and long-term costs may prevent most of the Interstates from being widened further. Operational improvements through Intelligent Transportation Systems (ITS, traffic cameras, electronic message signs, etc.) and interchange improvements are more likely under a constrained right-of-way and funding scenario.

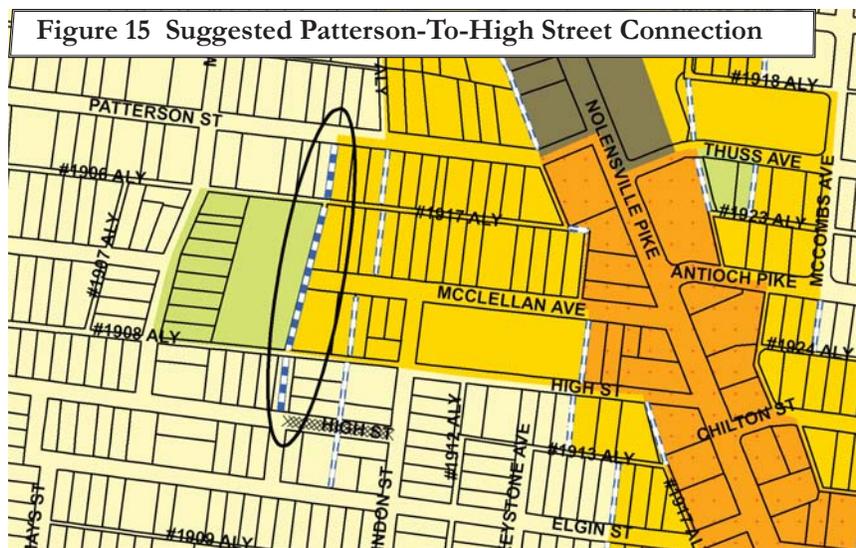
2. Re-evaluate installing a traffic signal at the intersection of Louise Avenue and Thompson Lane; Metro Public Works last studied this intersection in September 2005, concluding that there was not enough traffic coming from Louise Avenue to justify a signal at that time.

3. Maintain traffic-responsive signal timing along Nolensville Pike and other arterial streets, in addition to access management (reducing/restricting curb-cuts, cross-access parking, etc.) to maintain arterials streets for through-traffic.

**LOCAL STREET SYSTEM**

**CONNECTIVITY RECOMMENDATIONS**

Connectivity, or how well-connected individual streets in a network are, is key to how well the community’s street system functions. A completely “connected” network is one that does not have many dead-end street segments. On the other hand, a poorly-connected network with cul-de-sacs and longer blocks



increases travel distances, concentrates traffic on fewer streets causing increased congestion, and creates barriers to effective emergency access. Additionally, the likelihood of walking and bicycling decrease as trip distances increase due to poorly connected street networks.

As mentioned above, South Nashville’s local street system is generally well-connected on a neighborhood basis, yet rail lines and highways running through the area tend to fragment the overall street network’s level of connectivity. Aside from the connection of Armory Drive to Elgin Street, enhancing the arterial street network, local street connection recommendations include:

1. Reconfiguring blocks and converting alleys to create a new street connection between Patterson Street and High Street (see Figure 15).
2. Creating a pedestrian connection extending from the intersection of Burbank Avenue and Joyner Avenue through to Whitsett Road. This pedestrian connection would continue with an extension of Fannie Williams Street through to Cole-

man Park, where a new east-west street would intersect it and connect Nolensville Pike east to Saint Edwards Drive (see Figure 16).

3. Building new alleys and extending/connecting existing ones to support land use transitions and access in close proximity to Nolensville Pike.

**TRANSIT RECOMMENDATIONS**

The Metropolitan Transit Authority (MTA) currently operates bus lines running in a “pulse network,” meaning lines generally run in and out of downtown Nashville, “pulsing” along radial pikes (Nolensville, Lebanon, Elm Hill and Murfreesboro Pikes) rather than crossing each other on a widespread grid. While the Regional Transportation Authority’s (RTA) commuter rail line runs through the community (north of Lebanon Pike), there are no stations directly serving South Nashville.

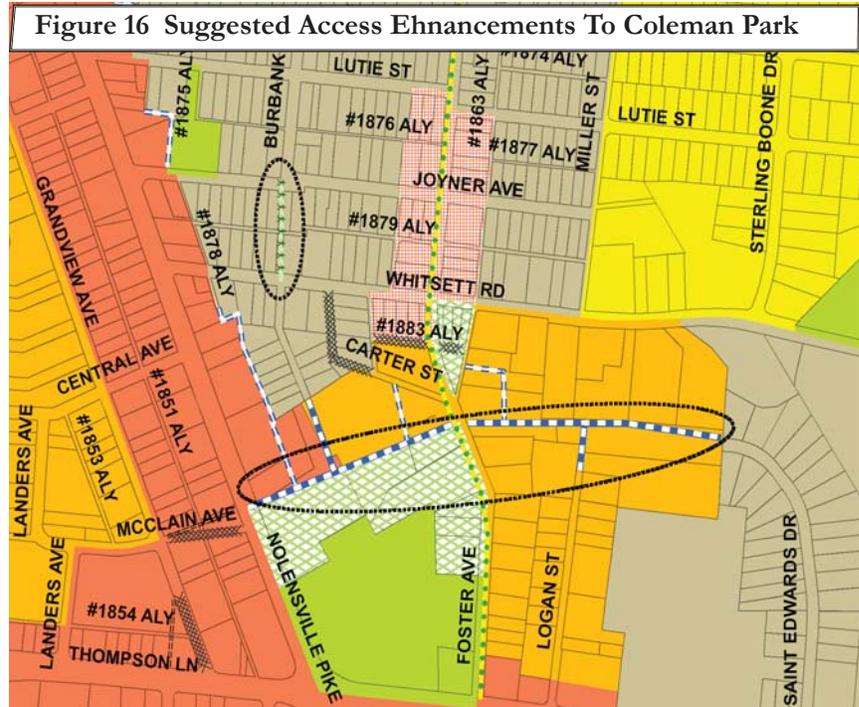
Given these existing conditions, recommendations for future transit include:

1. MTA evaluating a cross-town route serving Thompson Lane and possibly Briley Parkway. Commu-

nity members noted MTA service is currently limited for customers needing to reach east-west destinations within South Nashville and beyond.

2. MTA and/or private developers creating “complete transit stops” (shelter, seating, timetable, lighting, trash can, clearly-marked sign with route numbers, etc.) as Nolensville Pike and other arterial streets redevelop with more intense land uses over time.

3. Nashville MPO implementing the Southeast Corridor Study, which calls for Bus Rapid Transit (BRT) service to increase over time, serving the Murfreesboro Pike corridor between Nashville and Murfreesboro.



#### TRAFFIC MANAGEMENT RECOMMENDATIONS

During the plan update, community members asked about traffic calming. Metro Public Works' Neighborhood Traffic Management Program has specific criteria - only local streets are eligible and the area must show cut-through traffic and excessive speeding. Requests for study of traffic and assistance in managing traffic can be made by neighborhood organizations to the Traffic Management Program.

#### PEDESTRIAN AND BICYCLE NETWORK PLAN

The South Nashville Community Plan includes recommendations on the following non-vehicular transportation networks: bikeways, sidewalks, multi-use paths, greenways, crosswalks and pedestrian signs/signals. The Strategic Plan for Sidewalks and Bikeways (adopted by the Planning Commission in March 2003) is designed to enable Metro

Nashville to effectively plan and implement sidewalks and bikeways that improve safety, enhance mobility and promote a higher quality of life. The Strategic Plan can be viewed online at <http://pw.nashville.gov/IMS/Sidewalks/default.aspx>. It establishes high-priority sidewalk areas and outlines future sidewalk projects planned for the South Nashville Community. The Strategic Plan also includes the Bikeways Vision Plan, providing guidance on bike routes and lanes for the South Nashville Community.

#### PLANNED SIDEWALKS AND OTHER PEDESTRIAN FACILITIES

In Nashville, future planned sidewalk projects are based on the Sidewalk Priority Index (SPI) (detailed explanation can be found in Strategic Plan for Sidewalks and Bikeways). If a segment of road scores 20 or higher on the SPI, it is planned to have a sidewalk built within a ten year period (2003-2013). These street segments

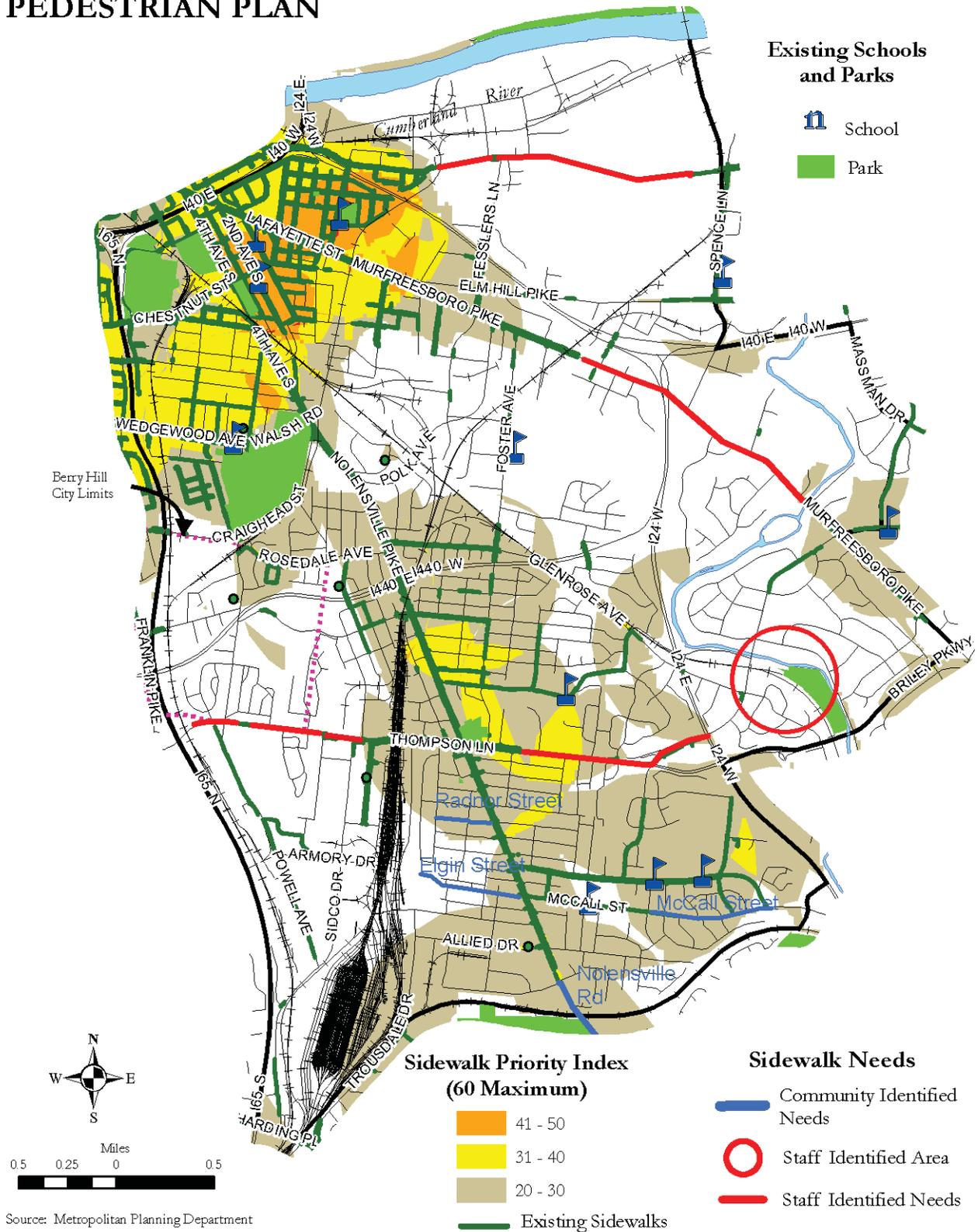
are located within SPI buffers seen on Figure 17- Sidewalk and Pedestrian Plan. Planned community sidewalk projects include new sidewalks, sidewalk gap extensions, and sidewalk repairs.

New sidewalks planned for the community's northern section (north of I440) include: Byrum Avenue, Camden Drive, Creek Street, Cruzen Street, Fairground Court, Gray Street, Hamilton Avenue, Kline Avenue, Martin Street, Moore Avenue, Nance Lane, Orr Avenue, Pillow Street, Rosedale Avenue, Stewart Place, W. Express Drive, Waycross Drive, and Wilgrove Street. This list of projects is not final and may change with either new streets being added or removed by Public Works.

New sidewalks planned for the community's southern section (south of I440) include: Anlay Drive, April Lane, Ash Grove Drive, Catina Drive, Coarsey Drive, Collier Avenue, Connelly Drive,

**FIGURE 17  
SIDEWALK AND  
PEDESTRIAN PLAN**

**SOUTH NASHVILLE  
COMMUNITY**



Dumas Drive, Dunalie Drive, Elysian Fields Road, Finley Drive, Floral Drive, Foster Avenue, Garry Drive, Glenpark Court, Glenpark Drive, Goodland Road, Hilson Road, Kermit Drive, Keystone Avenue, Logan Street, Marcus Drive, Mashburn Road, McClain Avenue, McIver Street, Meese Drive, Millwood Drive, Penfield Drive, Radnor Street, Raywood Lane, Sabre Drive, Saint Edwards Drive, Sandord Avenue, Southcrest Drive, Strasser Drive, Tanksley Ave, thuss Ave, Tibbs Drive, Timmons Ave, Tusculum Road, Twin Oaks Drive, Vaden Drive, Vultee Blvd, Welshwood Drive, Wheeler Avenue, Winthron Drive, and Yelton Drive. This list of projects is not final and may change with either new streets being added or removed by the Public Works Department.

All of the community's major roads have future plans for segments of sidewalks to be added including: Thompson Lane (I65 to Eugenia Avenue and South Lake Drive to Dobbs Avenue), McCall Street (Colby Drive to Antioch Pike), along Murfreesboro Pike (Millwood Drive to Kermit Drive), Harding Place (Timberhill Drive to Binkley Drive) and Nolensville Pike (Elysian Fields Road to McNally Drive and Ash Groove Drive to Tusculum Road).

Sidewalks are prioritized within the SPI primarily based on the transect area of the property, proximity to schools, and location of public parks and greenways. Areas that see a change in transect area and other factors previously mentioned should also see a change in its prioritization when the SPI is updated. For more information on these projects visit the Strategic Plan website at: <http://www.nashville.gov/mpc/sidewalks/>

[sidewalk\\_home.htm](#).

**ADDITIONAL PEDESTRIAN AMENITIES**

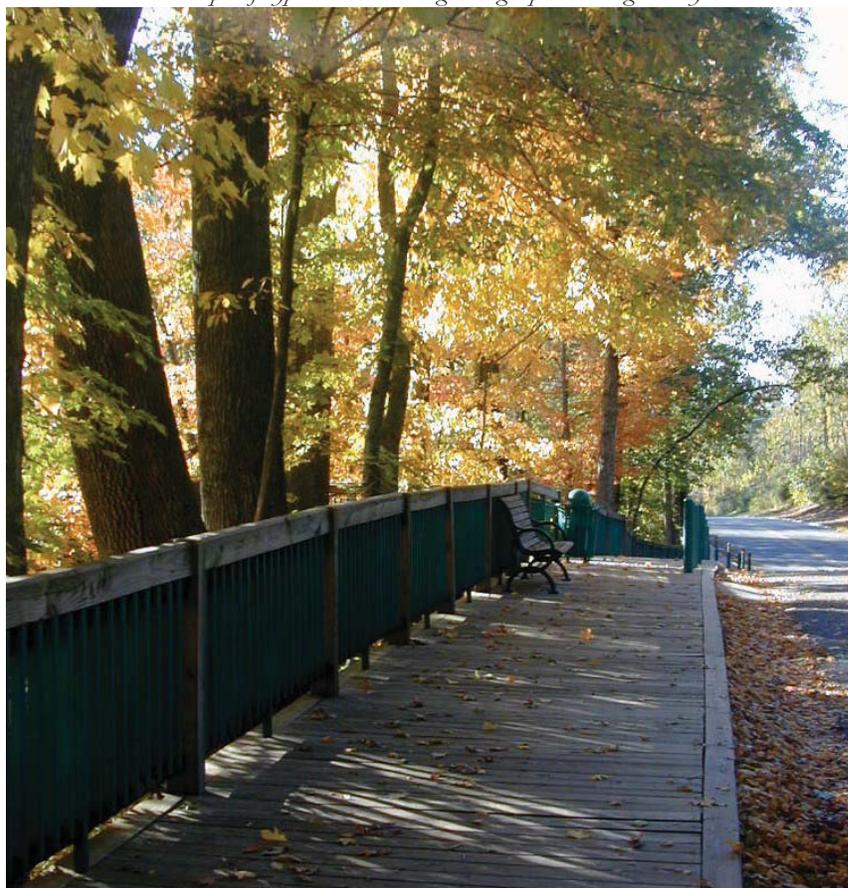
Crosswalks within neighborhood centers, commercial corridors, parks and near schools should be monitored regularly and upgraded, as necessary, to improve pedestrian safety. Crosswalk improvement needs were identified at the following locations in the community: Thompson Lane and Nolensville Pike (the crosswalks at this intersection need to be upgraded and should be placed on every street at this intersection with a Pedestrian Countdown Signal).

*Pedestrian Connections.* Pedestrian paths/connections off of cul-de-sacs, stubbed and dead-end streets can help improve the walkability of

neighborhoods. These connections are most useful when they link users to important neighborhood amenities like greenways, parks, shopping areas and schools. A pedestrian connection is being recommended in this plan - at the southern end of Burbank Street - to connect the Woodbine Neighborhood to Coleman Park.

*Planned and Recommended Greenways.* A majority of Nashville's planned greenway system is based on the existing network of rivers, lakes and streams. By locating greenway corridors along the floodplains of these waterways, communities utilize land that would not otherwise be available to development because of flooding hazards. Greenways provide vegetative buffers that

*Example of typical wooden bridge along a pedestrian greenway*



protect water quality and conserve open space. The increased networks of greenway trails in Metro Nashville also offer both recreational and transportation opportunities by providing bicycle and pedestrian friendly routes between home, work and other destinations.

In the South Nashville Community, there are three segments of greenways identified for development in the Parks Master Plan. At the northernmost section of the community is a segment of the Cumberland River greenway (from I24 to Spence Lane). This greenway segment currently is not planned or funded for immediate development. The Browns Creek greenway is also located near the northwest section of the community. This segment does not have trail development plans and currently serves the purpose of protecting the creek from encroaching development and, as a buffer, preserving water quality. The third identified greenway in the community is the Mill Creek greenway, located in the eastern most section of the community (from I40 to Briley Parkway). A greenway trail is currently planned for development along the greenway from Briley Parkway to near Flushing Drive on the south side of Mill Creek. This trail segment should be developed by the summer of 2008. A Rail with Trail that will serve similar purposes as a greenway trail is planned along the Nashville and Eastern Railroad (from I40 to Spence Lane).

The following are additional greenways and multi-use paths recommended for the South Nashville Community through this update process:

*Browns Creek Greenway* – The current identified greenway on

this creek ends at the Fairgrounds entrance near Nolensville Pike. The South Nashville Community Plan recommends the greenway continue along the creek, including through the State Fairgrounds if possible, to the 100 Oaks Mall area near Armory Drive. Some sections of this creek have already been channeled into a culvert and its recommend that a sidewalk serve as the trail connection in these areas.

*Mill Creek Greenway addition* – It is recommended that the stream along the south side of Harold Drive (a tributary of Mill Creek) serve as a greenway connection from Glenview Elementary School to the planned Mill Creek greenway.

*Multiuse Path* -- A multiuse path or trail is recommended to connect Downtown Nashville to the Wedgwood-Houston Neighborhood.

This connection could occur along the Northern edge of Fort Negley, and then connect through Humphreys and Martin Streets.

The South Nashville Community Plan recommends these additional greenways be added to the adopted Parks Master Plan as Community Planned Greenways. These greenways are illustrated on Figure 19, the Open Space Plan, on page 68.

### PLANNED BIKEWAYS

The Vision Map of the Strategic Plan for Bikeways in Nashville/ Davidson County recommends a County-wide road bicycle network. The vision plan recognizes that roadways will be improved and, at that time, options for including bikeways should be considered. The Strategic Plan recommends that if a roadway is called out in the Vision Plan to have bikeways, any future

*Example of marked bike lane along roadway*



roadway improvement projects on those roads should include bikeways as an important component of the total project budget.

A bikeway is a generic term used to describe a roadway or path that in some manner is specifically designated for bicycle travel. Bike lanes are sections of a roadway that have been designated by striping, signing and pavement marking for the exclusive use of bicycles. Meanwhile, a bike route is a roadway designated with appropriate directional and informational route signage for bicycle travel. This type of roadway is generally a “shared use” road with wide curb lanes or paved shoulders.

The following roads in the South Nashville Community are on the Vision Plan for Bikeways in the adopted Strategic Plan. This planned network of bikeways can also be seen on Bikeways Plan - Figure 18.

Planned Bike Lanes: Lebanon Pike, Fairfield Avenue, Murfreesboro Pike, Second Avenue South, Fourth Avenue South, Spence Lane, McCall Street, E. Thompson Lane,

Nolensville Pike and Wedgewood Avenue. Planned Bike Routes: Nolensville Pike, Craighead Avenue, Fesslers Lane, E. Thompson Lane and Patricia Drive.

Existing bikeways in the community include:

- Bike lanes on Thompson Lane from Eugenia Avenue to Southlake Drive
- Bike route on Craighead Avenue from Nolensville Pike to Franklin Pike
- Bike route on 6th Avenue from Demonbreun Street to Oak Street
- Bike route on Fort Negley Boulevard from Vine Street to Chestnut Street

Proposed bikeways that were recommended through this community plan update process include:

- Bike lanes on Foster Avenue from Thompson Lane to Murfreesboro Pike. This recommendation was added to provide a potential north-south bike lane connection in the community. Because of limited pavement width on Foster Avenue, the bike lanes may only be possible on the northern section

between I440 and Murfreesboro Pike. The bike lanes should, however, be considered on the southern section south of I440 if any roadway improvement projects were to occur.

- Bike lanes are also proposed for Bransford Avenue from Wedgewood Avenue to Craighead Avenue.

**ELIMINATE BIKEWAY**

A bike lane is currently planned on Briley Parkway from I24 to Karen Drive (located in the Donelson/Hermitage/Old Hickory Community Plan). Briley Parkway is classified as a limited access roadway. Bikeways are generally not recommended, and in most cases are prohibited, on freeways and limited access roadways. Posted speed limits, roadway speed designs and future land use plans for this area should be examined before bike lanes are built on this section of Briley Parkway.

**BICYCLE PARKING**

Lack of bicycle parking is often a deterrent for many cyclists who want to bicycle more. As the number of bikeway miles increase in the community, the demand for convenient and safe bicycle parking will increase. Safe bicycle parking like

inverted U-racks and bike bollards should be added to public neighborhood land uses like parks, community centers, greenways, libraries and post offices. Private developers and owners of high density residential areas and commercial areas should also be encouraged to provide bicycle parking for users.

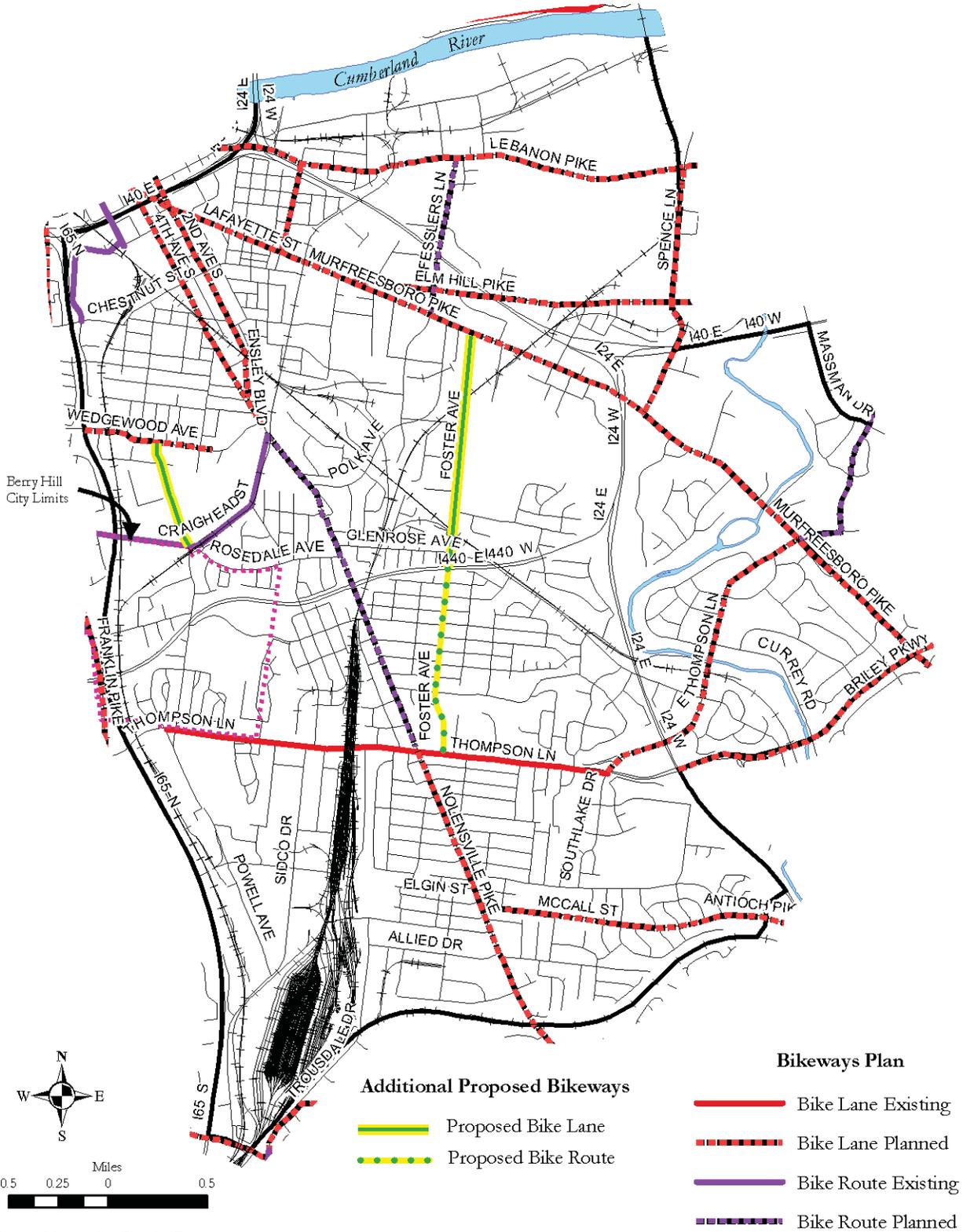


*Examples of racks for parking and securing bicycles*



**FIGURE 18  
BICYCLE NETWORK PLAN**

**SOUTH NASHVILLE  
COMMUNITY**



Source: Metropolitan Planning Department

## OPEN SPACE PLAN

The Metropolitan Parks & Greenways Master Plan (the Master Plan), adopted November 2002, describes existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout Davidson County. This document can be found at [www.Nashville.gov/parks/master\\_plan.htm](http://www.Nashville.gov/parks/master_plan.htm). It should be consulted for more detailed information about existing parks, parkland needs and the vision for parks and greenways in the South Nashville Community. To reach the vision of the Master Plan, the South Nashville Community Plan makes the following recommendations regarding parks for the community.

Neighborhood/mini park recommendations are shown on Figure 19 entitled Open Space Plan. In addition to neighborhood/mini parks, which serve nearby neighbors, there are also community parks, serving a larger area. These are discussed below. Identified Master Plan greenways and community planned greenways are in the section of the South Nashville Community Plan titled Pedestrian and Bicycle Network Plan.

### EXISTING MASTER PLAN PARKS

#### *Mini Parks/Pocket Parks*

Mini Parks are generally located in dense urban settings where there is limited acreage for park or open space development. These types of parks are typically fewer than five acres and may include urban plazas, playgrounds and other small-scale open spaces. The existing mini parks in the South Nashville Community are: Mildred Shute and J. C. Napier mini parks.

#### *Neighborhood Parks*

Neighborhood Parks are generally designed to serve the immediately surrounding neighborhoods and are between five and 20 acres. These types of parks typically include playgrounds, tennis or basketball courts, ball fields and sitting or picnic areas. The existing neighborhood parks in the community are: William Coleman Park, Louise and Rebecca Dudley Park.

#### *Community Parks*

Community Parks are designed to serve several neighborhoods and typically focus on providing intensive active recreational facilities. They are typically between 20 and 50 acres and may include tennis and basketball courts, soccer or football fields, and community centers that include indoor gyms. The only existing community park in the South Nashville Community is the Thompson Lane/Mill Creek greenway and park.

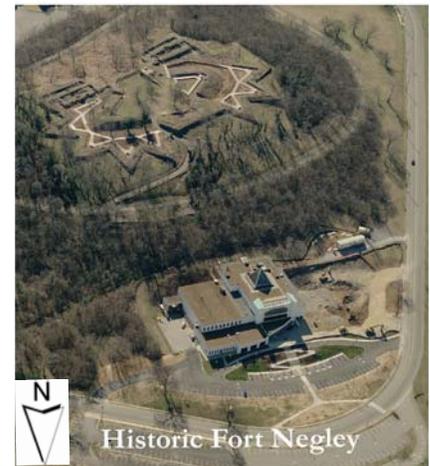
#### *Metro Schools - Parks*

In Nashville, Metro government has used existing open space on elementary school properties as a cost effective method to improve community access to Parks in areas identified as been underserved. Elementary schools in the South Nashville Community with open space

serving as parks include: Glencloff, Fall-Hamilton, Napier, Johnson, and Whitsitt Elementary.

#### *Special Open Space and Parks*

Fort Negley Park– With its significant history and current renovation as a historic site, Fort Negley is a unique treasure in South Nashville and in Nashville/Davidson County. The South Nashville Community Plan supports the site’s renovation and proposes that a multi-use path be created to connect Fort Negley to Downtown and to the rest of the South Nashville Community to draw more visitors to the site. The recommendation for the multi-use path is found under Planned and Recommended Greenways and on Figure 19, Open Space Plan. For recommendations on future growth

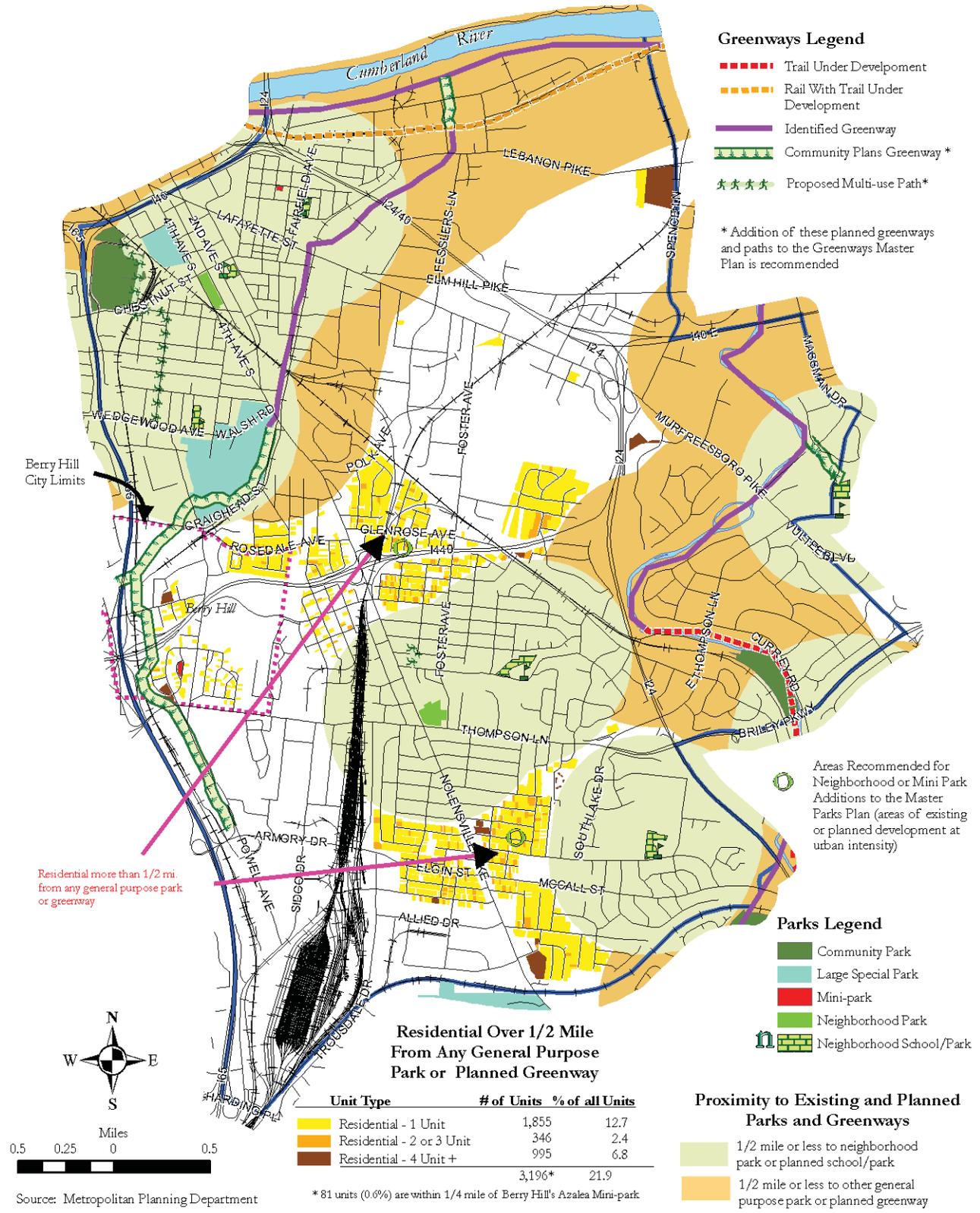


Facility	Service Radius Standard
Regional Park	30 Minute Drive
Community Park	1 ½ to 3 miles
Neighborhood Park	¼ to ½ mile
Mini-Park	< ¼ mile
Greenway	2 miles
Special Facility	Variable

Source: Nashville and Davidson County Metropolitan Parks & Greenways Master Plan, November 2002, p. 4-4

**FIGURE 19  
OPEN SPACE PLAN**

**SOUTH NASHVILLE  
COMMUNITY**



and development in the Fort Negley site, see special policy area 2 on pages 54/55.

Fairgrounds - The State Fairgrounds is a prominent open space in the South Nashville Community. The South Nashville Community Plan encourages the thoughtful use and strategic development of the site. See the recommendation for additional greenway connections through the Fairgrounds under Planned and Recommended Greenways and on Figure 19, Open Space Plan. Guidance on future growth and development of the fairgrounds are found in special policy area 1 on page 54.

**RECOMMENDED PARKS**

The Parks Master Plan established a park Level of Service (LOS) for Nashville’s communities, based on the standards established by the National Recreation and Park Association. The recommended LOS for neighborhood parks in the Master Plan is two acres for every 1000 residents, mini parks are one-half acre for every 1000 residents, and for community parks a maximum of 5 acres for 1000 residents. The South Nashville Community is projected to have a total deficit in neighborhood and mini park LOS of approximately 40 acres by 2020, without including the open space at elementary schools. By including elementary schools open space, the community would have a deficit in LOS of about 31 acres by the year 2020. The Master Plan also establishes a service radius standard of a maximum one-half mile for neighborhood parks, a quarter mile for mini-parks and three miles for community parks (see table below).

*Neighborhood/Mini-Park Recommendations*

This plan recommends that 4 additional mini/neighborhood parks be added to the neighborhoods where park space has been determined to be deficient. The parks recommended above are shown as “green trees” on Figure 19 Open Space Plan.

Two neighborhood parks are being recommended in the Glenclyff neighborhood area. This will provide parks within a one-half mile distance of the medium-high density residential area between Natchez Court and the single family residential areas south of McCall Street. In addition, two neighborhood parks are being recommended for the Woodycrest and Woodbine Neighborhoods. These recommended parks will provide park space for areas near Glenrose Avenue that have new Neighborhood General (NG) and Neighborhood Urban (NU) land use policies, which encourage additional residential development. The South Nashville Community Plan has recommended the above mentioned neighborhood/mini parks in residential areas that are more than one-half mile from any general purpose park or greenway in the South Nashville Community.

*Greenways and Paths*

Adding greenways or other trails can improve the area’s quality of life as residential, commercial, employment and recreational developments bring more residents, workers and visitors to the area. Trail connections, additional greenways, improved roadway crossings

and paths increase connectivity among residential, schools and commercial centers. This adds value to a neighborhood by providing residents with alternative transportation options such as walking and cycling. It also encourages healthier and more active lifestyles.

The greenways recommended in this plan, which were previously outlined in the section on Pedestrian and Bicycle Plans (see pp. 61-66), are shown on Figure 19, Open Space Plan. The greenway corridors (identified and recommended), by way of the South Nashville Community Plan will be designated with Natural Conservation (NCO) policy. NCO is a land use policy category designed for mostly undeveloped areas characterized by widespread presence of steeply sloping terrain, unstable soils, floodplains or other environmental features that are constraints to development at urban or suburban intensities. This policy is intended to protect the natural environment and should include the floodway plus a corridor of at least 75 feet width, measured from the outer edge of the floodway.

*Pedestrian path/greenway in park*

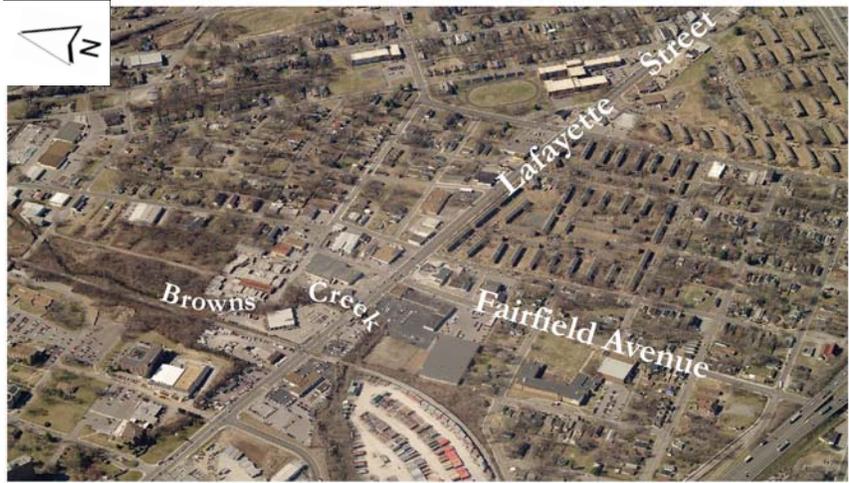


**DETAILED NEIGHBORHOOD AND CORRIDOR DESIGN PLANS**

As discussed in Chapter II, in addition to community plans, more detailed design planning is conducted for selected areas where additional planning guidance is required due to development pressures or interest, on the part of community stakeholders, to redevelop an area.

Many of South Nashville’s older neighborhoods have been identified for more detailed design planning and refinement of the land use policies applied to those areas in the South Nashville Community Plan. These neighborhoods are located in the northwest section of the community generally between I65 and I40 inner loop and Browns Creek; and along the Nolensville Pike corridor from the fairgrounds to the southern edge of the South Nashville Community.

In preparing the detailed neighborhood design plans (DNDPs), two or more neighborhoods may be



*Portion of Chestnut Hill neighborhood*

grouped in order to study a larger area than the quarter-mile radius typical of an individual “walkable” neighborhood. The neighborhoods that have been defined for purposes of preparing DNDPs are shown on Figure 20.

As DNDPs are completed, they are adopted as amendments to the South Nashville Community Plan and are incorporated into Appendix A of this plan by reference. As reflected in Appendix A, while the South Nashville Community Plan was updated in 2007, DNDPs were

completed for the four neighborhoods along the Nolensville Pike corridor south of I440—Woodbine North, Woodbine South, Radnor North and Radnor South. The remaining DNDPs will be added to Appendix A as they are completed and adopted.

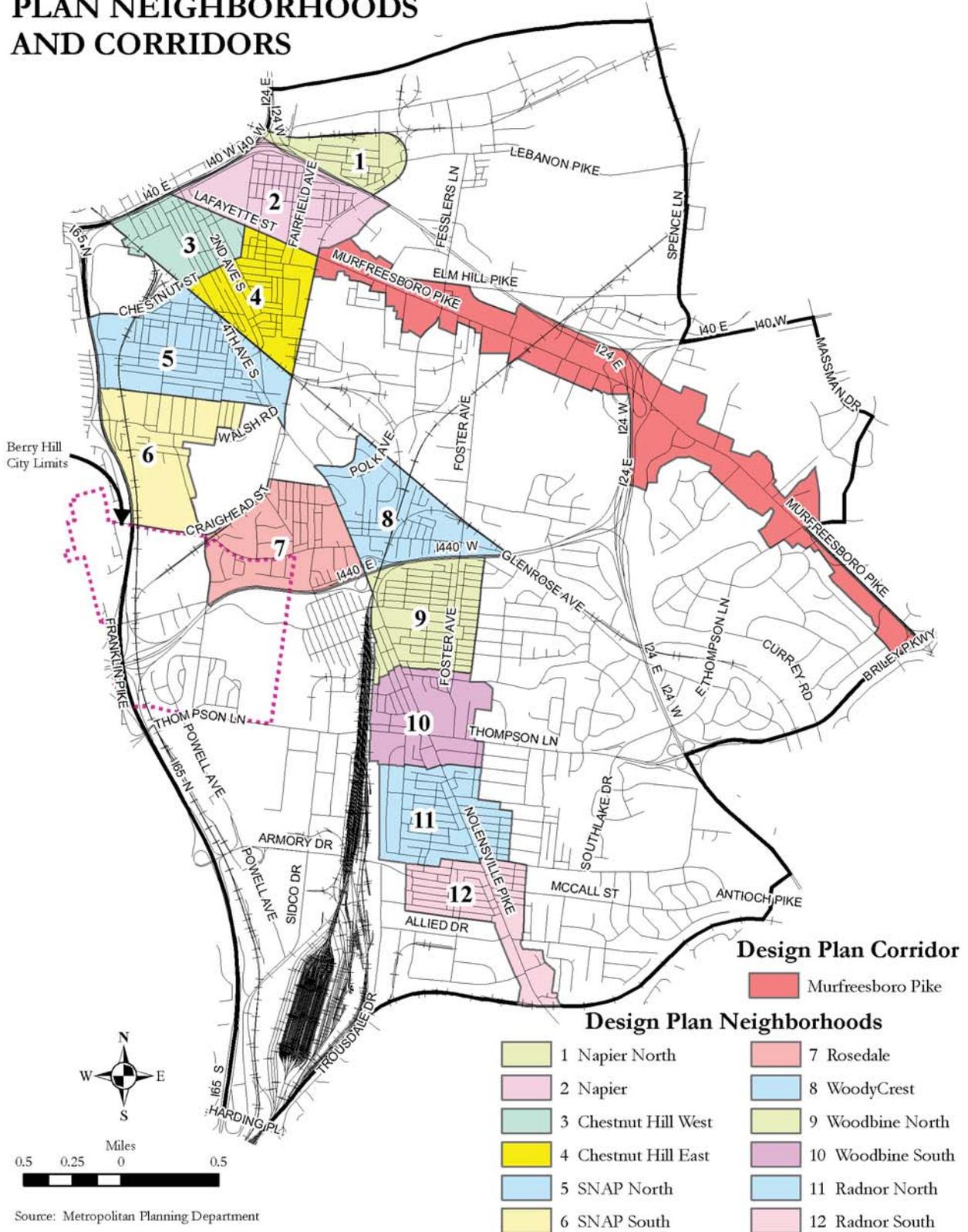
South Nashville is also unique in that the portion of Murfreesboro Pike not included in design plan neighborhoods also warrants additional study in the future. Because Murfreesboro Pike is not, in all locations in the South Nashville Community, flanked by neighborhoods, a traditional DNDP with an emphasis on neighborhoods is not appropriate. A corridor study, which provides refined land use and transportation planning for the corridor is warranted, however. As such, portions of Murfreesboro Pike are noted, on Figure 20, as needing additional corridor planning in the future. When this corridor study is completed it, too, will be added to Appendix A upon adoption.

*SNAP (Wedgewood-Houston) neighborhood with fairgrounds in background*



**FIGURE 20  
DETAILED DESIGN  
PLAN NEIGHBORHOODS  
AND CORRIDORS**

**SOUTH NASHVILLE  
COMMUNITY**



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## CHAPTER IV

### IMPLEMENTATION

The success of a community plan lies in its implementation. The South Nashville Community Plan will be implemented primarily as properties rezone or subdivide and follow the guidance of the land use policies. That said, there are many recommendations in the South Nashville Community Plan that can be implemented outside of private development with the initiative of community stakeholders – residents, business owners, property owners, institutional representatives, and elected and appointed officials. It is the responsibility of all stakeholders to ensure that there is success in the implementation of the community plan.

#### IMPLEMENTING THE SOUTH NASHVILLE COMMUNITY PLAN

South Nashville stakeholders should be proactive upon the completion and adoption of the community plan. The South Nashville Community Plan should act as a living and breathing document that is utilized before re-zoning, subdivisions, or developments are pursued. Community stakeholders will need to track development proposals and insist that the proposals honor the goals and objectives outlined in the South Nashville Community Plan. Outside of private development, community stakeholders will need to work with public and private entities to secure resources and commitments to achieve the objectives within the South Nashville Community Plan.

The South Nashville Community Plan engaged community stakeholders in envisioning the future

growth of South Nashville. The ideas gleaned from background research, previous plan updates, and community meetings generated six guiding development goals, discussed in Chapter III and included below. These overarching goals and their accompanying objectives guide public and private actions in South Nashville; they are inter-related and mutually reinforcing in creating the development envisioned for South Nashville. These goals and objectives should be used as benchmarks for proposed growth and development.

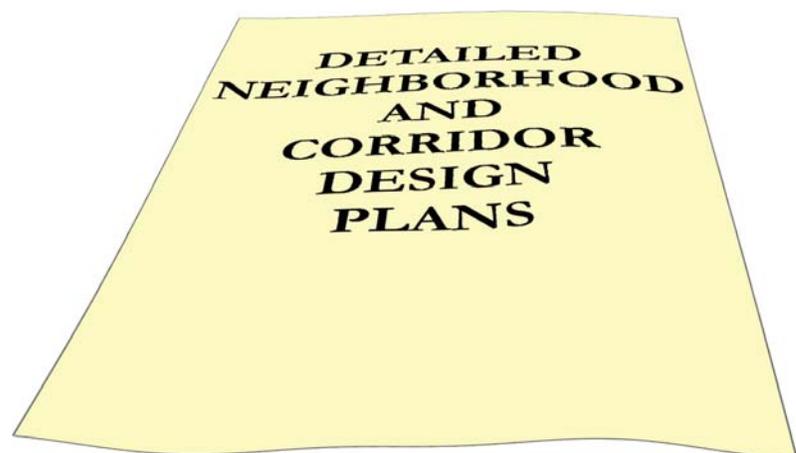
In the **Implementation Table** that begins on page 77, the goals and objectives from the community plan are divided into three categories: Policy–Programmatic, Zoning—Regulatory, and Capital Improvements.

**Policy-Programmatic** objectives translate the land use and urban design recommendations included in the land use policies and Detailed Neighborhood Design Plans into development. The bulk of the policy-programmatic objectives will be achieved upon the adoption of the South Nashville Community Plan and the Nolensville Pike Detailed Neighborhood Design Plan per

their recommended land use policy. As individual properties are redeveloped, the land use policies and their associated development goals, along with urban design principles in the adopted South Nashville Community Plan, are applied during rezoning or subdivision. The role of community stakeholders is to work with the Metro Planning Department and the Metro Council to ensure that each rezoning and subdivision follow the guidance of the adopted South Nashville Community Plan and related Detailed Neighborhood Design Plans.

Community stakeholders can also be engaged, however, in working with other Metro Departments, including the Metropolitan Development and Housing Agency (MDHA), Metro Public Works and Metro Codes, to achieve policy and programmatic objectives on their individual properties when there is not a rezoning or redevelopment.

**Zoning-Regulatory** objectives are those that are best carried out through the use of special zoning tools such as Specific Plan Zoning, Urban Design Overlays (UDO), Planned Unit Developments and appropriate Historic or Conservation Zoning. Stakeholders in the

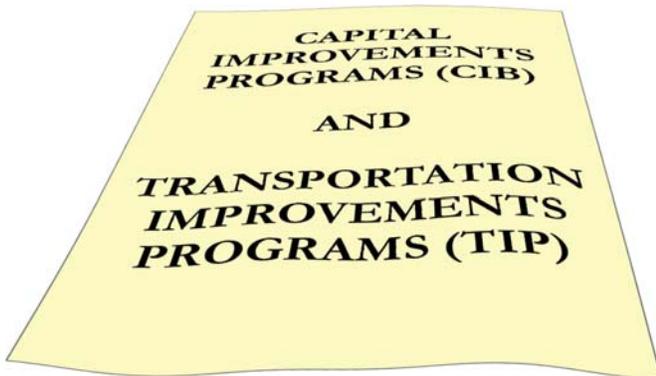




South Nashville Community should partner with area Council members to pursue regulatory actions to further implement the South Nashville Community Plan and Nolensville Pike Corridor Detailed Neighborhood Design Plan (DNNDP).

**Capital Improvements (Infrastructure Improvements)** objectives are those best championed by the Council member and constituents to ensure that the recommended improvements to sidewalks, bike lanes/routes, streets, greenways and transit are budgeted for and implemented through the appropriate Metro and State agencies.

For each goal and objective, “Implementation Responsibility” lists responsible agencies that should assist in the implementation of the objective are listed. The agencies are generally listed in the order of what agency holds the most responsibility in the implementation of the goals and objectives.



“Implementation Tools” are listed for each objective and represent the tools that may be used by the responsible agency to carry out each goal and objective. Each list is not exhaustive and may not

represent all of the tools that may be utilized for successful implementation. Stakeholders are encouraged to seek additional implementation tools to carry out the goals and objectives of the South Nashville Community Plan and Nolensville Pike Corridor DNNDP. Innovation is encouraged in achieving these overarching goals and putting them into practice.

The “Implementation Action” provides guidance on the role of each stakeholder and the action that is to be taken to achieve the goal. Each Implementation Action is then given one of four time frames – Short (one to three years), Medium (three to seven years), Long (seven to ten years), and Ongoing (throughout the ten-year period of the community plan, prior to the next update). The time frames act as a general measure for the initiation and completion of the Implementation Action, but may be shorter or longer.

Finally, “Staff Comments” provides any additional information specific to each objective.

## SOUTH NASHVILLE COMMUNITY PLAN: 2007 UPDATE GOALS AND OBJECTIVES

**G**oal 1 - Improve the appearance and function of the main corridors and other commercial areas.

Objectives:

1.1 Focus commercial activity at major nodes along Nolensville Pike and Murfreesboro Pike and transition the land between nodes into higher-intensity housing through the application and use of supporting commercial and mixed-use land use policies at those locations.

1.2 Make streetscape improvements to corridors and commercial areas, including adding pedestrian-scaled, coordinated signage, landscaping, transit stops, and other streetscape elements.

1.3 Provide landscaping to complement the impact of new development throughout the South Nashville Community and provide a greater level of comfort for pedestrians.

1.4 Reduce the number of curb cuts as redevelopment occurs to reduce the number of auto and pedestrian conflicts and create a more pedestrian-friendly environment.

### Goal 2 – Increase commercial choices available to residents.

Objectives:

2.1 Create aesthetically pleasing, pedestrian-friendly commercial services at appropriate locations at neighborhood centers, nodes along Nolensville Pike, and along Murfreesboro Pike to provide adequate opportunities for businesses meeting daily needs. These services



*Construction of "bulb-outs" to improve pedestrian friendliness at crosswalk*

should be conveniently located within walking distance of residential areas. This goal is accomplished through the application and adherence to the supporting land use policies.

2.2 Promote the economic vitality of South Nashville through the application and use of land use policies that would support new mixed-use development where appropriate along the Corridor and in neighborhood centers.

2.3 Encourage local residents and merchants associations to attract needed new businesses and higher density housing to the corridors that would increase population, preserve existing residential neighborhoods, and help support local businesses.

2.4 Use regulatory zoning tools such as Urban Design Overlays, Specific Plan Zoning Districts and Planned Unit Developments to assist in guiding redevelopment opportunities.

### **Goal 3 - Preserve the character of existing residential neighborhoods.**

Objectives:

3.1 Sustain and encourage the diversity of people and housing currently found in the South Nashville

Community.

3.2 Create and maintain streetscapes that are friendly to pedestrians and cyclists.

3.3 Encourage recreational spaces and green spaces within walking distance of residential areas.

3.4 Preserve historic features and ensure compatible design and quality of new or renovated structures.

3.5 Apply urban design principles to prevent incompatible infill development.

### **Goal 4 - Improve community appearance in general.**

Objectives:

4.1 Continue recent community efforts to increase codes enforcement.

4.2 Use regulatory tools such as Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments, to enforce urban design principles when creating new development so that it complements and enhances its neighborhood, center, and/or corridor.

### **Goal 5 - Minimize land use conflicts between industrial areas and adjoining residential areas.**

Objectives:

5.1 Encourage existing businesses to use designated routes for business traffic to minimize the negative effects of truck traffic in residential areas while ensuring the businesses can move goods and services in a timely manner.

5.2 Apply appropriate urban design principles to new industrial and/or non-residential development so that it complements and enhances its neighborhood, center, and/or corridor.

5.3 If industrial uses relocate or transition, emphasize a mixture of uses in these areas that is complementary to adjacent residential neighborhoods by placing neighborhood urban land use policy in areas with a mixture of industrial, mixed use and residential uses.

### **Goal 6 - Improve transportation infrastructure to meet the needs of an urban environment.**

Objectives:

6.1 Make improvements to the transportation systems that enhance accessibility, circulation, and urban design.

6.2 Recognize that the streets and sidewalks of South Nashville are important public spaces and should be developed to be safe, comfortable, and welcoming.

6.3 Redevelop the street grid and improve connectivity in cases where this is possible.

6.4 Increase transit options and provide more comfortable and attractive transit stops.

6.5 Add sidewalks, bikeways and bike lanes, and greenways throughout the South Nashville Community.

*Refer to the Implementation Table located in the back pocket of the South Nashville Community Plan for more information.*

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## SOUTH NASHVILLE COMMUNITY PLAN IMPLEMENTATION GUIDE

Community Plan Goals		Objective	Implementation Responsibility	Implementation Tools	Implementation Action	Time Frame	Staff Comments
Goal 1 - Improve the appearance and function of the main corridors and other commercial areas.	Policy - Programmatic	1.1 Focus commercial activity at major nodes along Nolensville Pike and Murfreesboro Pike and transition the land between nodes into higher-intensity housing through the application and use of supporting commercial and mixed use land use policies at those locations.	Metro Planning Department District Council Members South Nashville Stakeholders Chamber of Commerce	South Nashville Community Plan Nolensville Pike Corridor DNDP Private Investment	Adopt the South Nashville Community Plan and Nolensville Pike Corridor DNDP.  Rezone individual properties by property owners or large area by Council Members in conjunction with property owners to comply with the Community Plan and DNDPs.  Leadership by private sector in encouraging development of commercial activity at nodes and higher-intensity of housing between nodes.	Short  On-going  On-going	<i>District Council Members are encouraged to partner with Metro Planning to accomplish this objective through adherence to the South Nashville Community Plan and the Nolensville Pike Corridor DNDP.</i>
	Capital Improvements	1.2 Make streetscape improvements to corridors and commercial areas, including adding pedestrian-scaled, coordinated signage, landscaping, transit stops, and other streetscape elements.	District Council Members Metro Planning Department Metro Public Works Department Metropolitan Development & Housing Agency (MDHA) Metro Transit Authority (MTA) Tennessee Department of Transportation (TDOT) South Nashville Stakeholders Private Sector	South Nashville Community Plan Nolensville Pike Corridor DNDP Specific Plan Zoning Public Investment Private Investment	After adoption of the South Nashville Community Plan and Nolensville Pike Corridor DNDP, require that rezonings in the area meet the requirements for improving the appearance and function of corridors and commercial areas.  Public Sector Role - South Nashville stakeholders and District Council Members work with relevant Metro and State partners to plan and secure funding and build streetscape improvements.  Private Sector Role - Private sector merchants and residents provide individual streetscape improvements to properties not seeking rezoning.	Adoption of Plans - Short Implementation of Plans - On-going  On-going  On-going	<i>Refer to the Nolensville Pike Corridor DNDP for types and locations of streetscape and transit improvements.</i>  <i>South Nashville Stakeholders along with the District Council Members may pursue regulatory action to help spur infrastructure improvements from private developers.</i>
		1.3 Provide landscaping to complement the impact of new development throughout the South Nashville Community and provide a greater level of comfort for pedestrians.	South Nashville Stakeholders District Council Members Merchants Associations (Including the Nolensville Road Community Partnership and TMAG) Private Sector	Public Works' Metro Beautification Program Private Investment	South Nashville Stakeholders and Council Members work with individual property owners and merchants, with the assistance of the Metro Beautification Program, to provide and maintain landscaping along prominent corridors and in neighborhoods.	Short – Medium	<i>South Nashville Stakeholders are encouraged to initialize and partner with the private sector to execute beautification efforts in the community.</i>
		1.4 Reduce the number of curb cuts as redevelopment occurs to reduce the number of auto and pedestrian conflicts and create a more pedestrian-friendly environment.	Metro Planning Department Metro Public Works Department Tennessee Department of Transportation (TDOT) District Council Members Private Sector	South Nashville Community Plan Nolensville Pike Corridor DNDP Specific Plan Zoning Public Investment Private Investment	As rezonings and redevelopment occur, Metro Planning and Metro Public Works, with the assistance of Council Members, encourage development to consolidate access points, to maintain a steady flow of traffic while creating fewer pedestrian/auto conflicts.	On-going	

SOUTH NASHVILLE COMMUNITY PLAN IMPLEMENTATION GUIDE

Community Plan Goals		Objective	Implementation Responsibility	Implementation Tools	Implementation Action	Time Frame	Staff Comments
Goal 2 - Increase commercial choices available to residents	Policy - Programmatic	2.1 Create aesthetically pleasing, pedestrian-friendly commercial services at appropriate locations at neighborhood centers, nodes along Nolensville Pike, and along Murfreesboro Pike to provide adequate opportunities for businesses meeting daily needs. These services should be conveniently located within walking distance of residential areas. This goal is accomplished through the application and adherence to the supporting land use policies.	South Nashville Stakeholders ** Metro Planning Department District Council Members Private Sector Chamber of Commerce  **Stakeholders Include the Following Organized Groups: Nolensville Road Community Partnership Trimble Action Group (TAG) South Nashville Action People (SNAP) Thompson Ln. Murfreesboro Rd. Action Group (TMAG) Woodbine Neighbors Glencliff Neighborhood Association Radnor Neighborhood Association	South Nashville Community Plan Nolensville Pike Corridor DNDP Private Investment	Adopt the South Nashville Community Plan and Nolensville Pike Corridor DNDP.	Short	<i>District Council Members are encouraged to partner with Metro Planning to accomplish this objective through the use of the South Nashville Community and the Nolensville Corridor DNDP.</i>
		2.2 Promote the economic vitality of South Nashville through the application and use of land use policies that would support new mixed use development where appropriate along the Corridor and in neighborhood centers.			Rezone individual properties by property owners or large area by Council Members in conjunction with property owners to comply with the Community Plan and DNDPs.	On-going	
		2.3 Encourage local residents and merchants associations to attract needed new businesses and high density housing to the corridors that would increase population, preserve existing residential neighborhoods, and help support local businesses.			Leadership by community groups, such as the Nolensville Road Community Partnership, and private sector in encouraging development of commercial activity at nodes and higher-intensity of housing between nodes.	On-going	
	2.4 Use regulatory zoning tools such as Urban Design Overlays, Specific Plan Zoning Districts and Planned Unit Developments to assist in guiding redevelopment opportunities.	Metro Planning Department District Council Members South Nashville Stakeholders			South Nashville Community Plan Nolensville Pike Corridor DNDP Urban Design Overlays or Specific Plan Zoning	Adopt the South Nashville Community Plan and Nolensville Pike Corridor DNDP.  Rezone individual properties by property owners or large area by Council Members in conjunction with property owners to comply with the Community Plan and DNDPs.	

## SOUTH NASHVILLE COMMUNITY PLAN IMPLEMENTATION GUIDE

Community Plan Goals		Objective	Implementation Responsibility	Implementation Tools	Implementation Action	Time Frame	Staff Comments
Goal 3 - Preserve the character of existing residential neighborhoods.	Policy -Programmatic	3.1 Sustain and encourage the diversity of people and housing currently found in the South Nashville Community.	District Council Members Metro Planning Department Metropolitan Development & Housing Agency (MDHA) Private Sector South Nashville Stakeholders	South Nashville Community Plan Nolensville Pike Corridor DNDP Public Investment Private Investment	Implementation of the South Nashville Plan and the Nolensville Pike Corridor DNDP will encourage housing choice, which can positively influence diversity.  South Nashville Stakeholders committed to preserving diversity should work with the public sector (MDHA) and the private sector to explore partnerships to provide affordable housing and workforce housing.	On-going  On-going	<i>Public investment must be met with Private investment to provide equitable housing opportunities in South Nashville. The Community Plan and Nolensville Pike Corridor DNDP help identify areas where mixed housing is appropriate to accomplish this objective.</i>
		3.3 Encourage recreational spaces and green spaces within walking distance of residential areas.	District Council Members Metro Planning Department Metro Parks Department Metro Public Schools South Nashville Stakeholders	South Nashville Community Plan Nolensville Pike Corridor DNDP Parks and Greenways Master Plan Public Investment	The South Nashville Plan and the Nolensville Pike Corridor DNDP provide guidance on the appropriate location of open spaces.  South Nashville Stakeholders committed to creating open spaces should work with Metro Parks, Metro Schools and Council Members to implement open space recommendations included in the Parks and Greenways Master Plan, South Nashville Community Plan and Nolensville Pike Corridor DNDP.	On-going  On-going	<i>Refer to the Parks and Greenways Master Plan, South Nashville Community Plan Open Space Plan and the Nolensville Corridor DNDP to identify recommended areas for recreational and green space.</i>
		3.5 Apply urban design principles to prevent incompatible infill development.	Metro Planning Department District Council Members South Nashville Stakeholders Private Sector	South Nashville Community Plan Nolensville Pike Corridor DNDP Private Investment	Adopt the South Nashville Community Plan and Nolensville Pike Corridor DNDP.  Rezone individual properties by property owners or large area by Council member in conjunction with property owners to comply with the Community Plan and DNDPs.  Leadership by private sector in encouraging development that complies with the Community Plan and DNDPs.	Short  On-going  On-going	
	Regulatory	3.4 Preserve historic features and ensure compatible design and quality of new or renovated structures.	Metro Historic Commission District Council Members South Nashville Stakeholders Metro Planning Department	South Nashville Community Plan Nolensville Pike Corridor DNDP Conservation Zoning Historic Zoning	Consider rezoning of individual properties by property owners or large area by Council member in conjunction with property owners to a historic zoning district.	Short - Medium	<i>Refer to the South Nashville Community Plan for listing of historic structures in the South Nashville Community.</i>  <i>South Nashville Stakeholders along with District Council Members may pursue regulatory action to preserve historic areas.</i>
	Capital Improvements	3.2 Create and maintain streetscapes that are friendly to pedestrians and cyclists.	District Council Members Tennessee Department of Transportation (TDOT) Public Works Department Metropolitan Development & Housing Agency (MDHA) South Nashville Stakeholders Private Sector	South Nashville Community Plan Nolensville Pike Corridor DNDP Public Investment Private Investment	South Nashville Stakeholders and Council Members work with relevant Metro and State partners to plan, secure funding and build streetscape improvements. Private sector merchants and residents provide individual streetscape improvements.	Short - Medium  On-going	<i>Public investment must be met with Private investment to provide infrastructure improvements. South Nashville Stakeholders along with District Council Members may pursue regulatory action to help spur infrastructure improvements from Private investment.</i>

SOUTH NASHVILLE COMMUNITY PLAN IMPLEMENTATION GUIDE

Community Plan Goals		Objective	Implementation Responsibility	Implementation Tools	Implementation Action	Time Frame	Staff Comments
Goal 4 - Improve community appearance in general.	Regulatory	4.1 Continue recent community efforts to increase codes enforcement.	Metro Codes Department Metro Health Department District Council Members South Nashville Stakeholders	Metropolitan Code of Laws Reporting Codes and Health Violations	South Nashville Stakeholders and Council Members must continue to work closely with Metro Codes and Metro Health Departments to address Codes and Health violations.	On-going	
		4.2 Use regulatory tools, such as Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments, to enforce urban design principles when creating new development so that it complements and enhances its neighborhood, center, and/or corridor.	Metro Planning Department District Council Members South Nashville Stakeholders Private Sector	South Nashville Community Plan Nolensville Pike Corridor DNDP Private Investment	Rezone individual properties by property owners or large area by Council member in conjunction with property owners to comply with the Community Plan and DNDPs.	On-going	
Goal 5 - Minimize land use conflicts between industrial areas and adjoining residential areas.	Policy -Programmatic	5.1 Encourage existing businesses to use designated routes for business traffic to minimize the negative effects of truck traffic in residential areas while ensuring the businesses can move goods and services in a timely manner.	South Nashville Stakeholders Metro Public Works Department Tennessee Department of Transportation (IDOT) Private Business Owners and Merchants Associations Metro Police Department	Mobility 2030 Transportation Plan South Nashville Community Plan	Leadership by South Nashville merchants, neighbors and Council Members in working with individual businesses owners and their suppliers, Metro Public Works, and Metro Police to designate and enforce specific truck routes and vehicle size limits to efficiently move freight while preserving the safety and character of neighborhood streets.	On-going	
		5.2 Apply appropriate urban design principles to new industrial and/or non-residential development so that it complements and enhances its neighborhood, center and/or corridor.	Metro Planning Department District Council Members South Nashville Stakeholders Private Sector	South Nashville Community Plan Nolensville Pike Corridor DNDP Private Investment	Adopt the South Nashville Community Plan and Nolensville Pike Corridor DNDP.  Rezone individual properties by property owners or large area by Council member in conjunction with property owners to comply with the Community Plan and DNDPs.  Leadership by private sector in encouraging development that complies with the Community Plan and DNDPs.	Short  On-going  On-going	
		5.3 If industrial uses relocate or transition, emphasize a mixture of uses in these areas that is complementary to adjacent residential neighborhoods by placing neighborhood urban land use policy in areas with a mixture of industrial, mixed use and residential uses.	Metro Planning Department Metropolitan Development & Housing Agency (MDHA) Private Sector	South Nashville Community Plan Nolensville Pike Corridor DNDP Public Investment Private Investment	Adopt the South Nashville Community Plan and Nolensville Pike Corridor DNDP.  Rezone individual properties by property owners or large area by Council Members in conjunction with property owners to comply with the Community Plan and DNDPs.  Leadership by private sector in encouraging redevelopment of industrial areas in a manner fitting with the Community and Neighborhood Plans.	Short  On-going  On-going	<i>The South Nashville Community Plan and Nolensville Pike Corridor DNDP help identify areas where a mixture of uses is appropriate to accomplish this objective.</i>

## SOUTH NASHVILLE COMMUNITY PLAN IMPLEMENTATION GUIDE

Community Plan Goals		Objective	Implementation Responsibility	Implementation Tools	Implementation Action	Time Frame	Staff Comments
<b>Goal 6 - Improve transportation infrastructure to meet the needs of an urban environment.</b>	<b>Policy - Programmatic</b>	6.2 Recognize that the streets and sidewalks of South Nashville are important public spaces and should be developed to be safe, comfortable, and welcoming.	Metro Planning Department Metro Public Works Department South Nashville Stakeholders Private Sector	South Nashville Community Plan Nolensville Pike Corridor DNDP Sidewalk Priority Index Public Investment Private Investment	Leadership by community stakeholders in working with Public Works and Council Members to ensure that sidewalks included in the SPI program are fixed or created in South Nashville and that additional sidewalks recommended by those plans are built. As individual properties are developed or redeveloped, sidewalks are provided by the private sector.	On-going	<i>Refer to the Sidewalk Priority Index, the South Nashville Plan Pedestrian and Bikeways Map and the Nolensville Pike Corridor DNDP to view identified areas for pedestrian and bikeway recommendations.</i>
	<b>Capital Improvements</b>	6.1 Make improvements to the transportation systems that enhance accessibility, circulation, and urban design.	District Council Members Tennessee Department of Transportation (TDOT) Metro Public Works Department Private Sector	South Nashville Community Plan Nolensville Pike Corridor DNDP Specific Plan Zoning Public Investment Private Investment	Refer to the Vehicular Transportation Plan section of the South Nashville Community Plan and the Nolensville Pike Corridor DNDP for specific transportation system improvement recommendations.	Long	<i>Public investment must be met with Private investment to provide infrastructure improvements.</i>
		6.3 Redevelop the street grid and improve connectivity in cases where this is possible.	District Council Members Tennessee Department of Transportation (TDOT) Metro Public Works Department Private Sector	South Nashville Community Plan Nolensville Pike Corridor DNDP Specific Plan Zoning Public Investment Private Investment	Refer to the Vehicular Transportation Plan section of the South Nashville Community Plan and the Nolensville Pike Corridor DNDP for specific transportation system improvement recommendations.	Long	<i>Public investment must be met with Private investment to provide infrastructure improvements.</i>
		6.4 Increase transit options and provide more comfortable and attractive transit stops.	Metro Transit Authority (MTA) Tennessee Department of Transportation (TDOT) Metro Public Works Department Private Sector	Public Investment Private Investment	Refer to the Vehicular Transportation Plan section of the South Nashville Community Plan and the Nolensville Pike Corridor DNDP for specific transportation system improvement recommendations.	Long	<i>Public investment must be met with Private investment to provide infrastructure improvements.</i>
		6.5 Add sidewalks, bikeways and bike lanes, and greenways throughout the South Nashville Community.	District Council Members Metro Public Works Department Metro Parks Department Private Sector	South Nashville Community Plan Nolensville Pike Corridor DNDP Sidewalk Priority Index Public Investment Parks and Greenways Master Plan Private Investment	Refer to the Pedestrian and Bicycle Network Plan section of the South Nashville Community Plan and the Nolensville Pike Corridor DNDP for specific transportation system improvement recommendations.	Long	<i>Public investment must be met with Private investment to provide infrastructure improvements.</i>

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## APPENDIX

### APPENDIX A - DETAILED NEIGHBORHOOD AND CORRIDOR DESIGN PLANS IN SOUTH NASHVILLE

This Appendix consists of the Detailed Neighborhood Design Plans (DNDPs) that have been adopted for the planning neighborhoods in the South Nashville Community. The list below contains all of the

planning neighborhoods for which DNDPs are intended and indicates the DNDPs that have been completed. As they are adopted, the DNDPs are incorporated into this community plan by reference; however, they are not physically included in this document. Rather, they are separate stand-alone documents for individual neighborhoods or groups of neighborhoods, with

a cross-reference linking them to this community plan. The document Land Use Policy Application should be consulted for guidance regarding development and zoning proposals involving sites located in any planning neighborhood for which a detailed neighborhood design plan is intended, but has not yet been prepared or adopted (see page 71 for a graphic of the planning neighborhoods listed below.)

<u>DNDP Planning Neighborhood</u>	<u>Adoption Date of DNDP</u>
Napier North	
Napier	
Chestnut Hill West	
Chestnut Hill East	
SNAP North	
SNAP South	
Rosedale	
Woodycrest	
Woodbine North	December 13, 2007
Woodbine South	December 13, 2007
Radnor North	December 13, 2007
Radnor South	December 13, 2007
<u>Corridor Design Plans</u>	<u>Adoption Date of Corridor Design Plan</u>
Murfreesboro Pike	



# **Nolensville Pike Corridor Detailed Neighborhood Design Plan**

**Part of the South Nashville Community Plan: 2007 Update**

**Adopted December 13, 2007**

# Acknowledgements

The staff of the Metropolitan Planning Department thanks the many stakeholders who participated in the development of the Nolensville Corridor Detailed Neighborhood Design Plan. Their thoughtful engagement on the vision for this area has been invaluable.

Special thanks are due to the following persons and entities:

New Song Church for graciously hosting our community meetings.

Council Lady Anna Page for her facilitation and participation.

Glenclyff resident Noel Whitley who shared her many hours of historical research with Planning staff.

And to the numerous community stakeholders who spent their time working on this plan for a bright future for the Nolensville Corridor.

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# Developing an Understanding

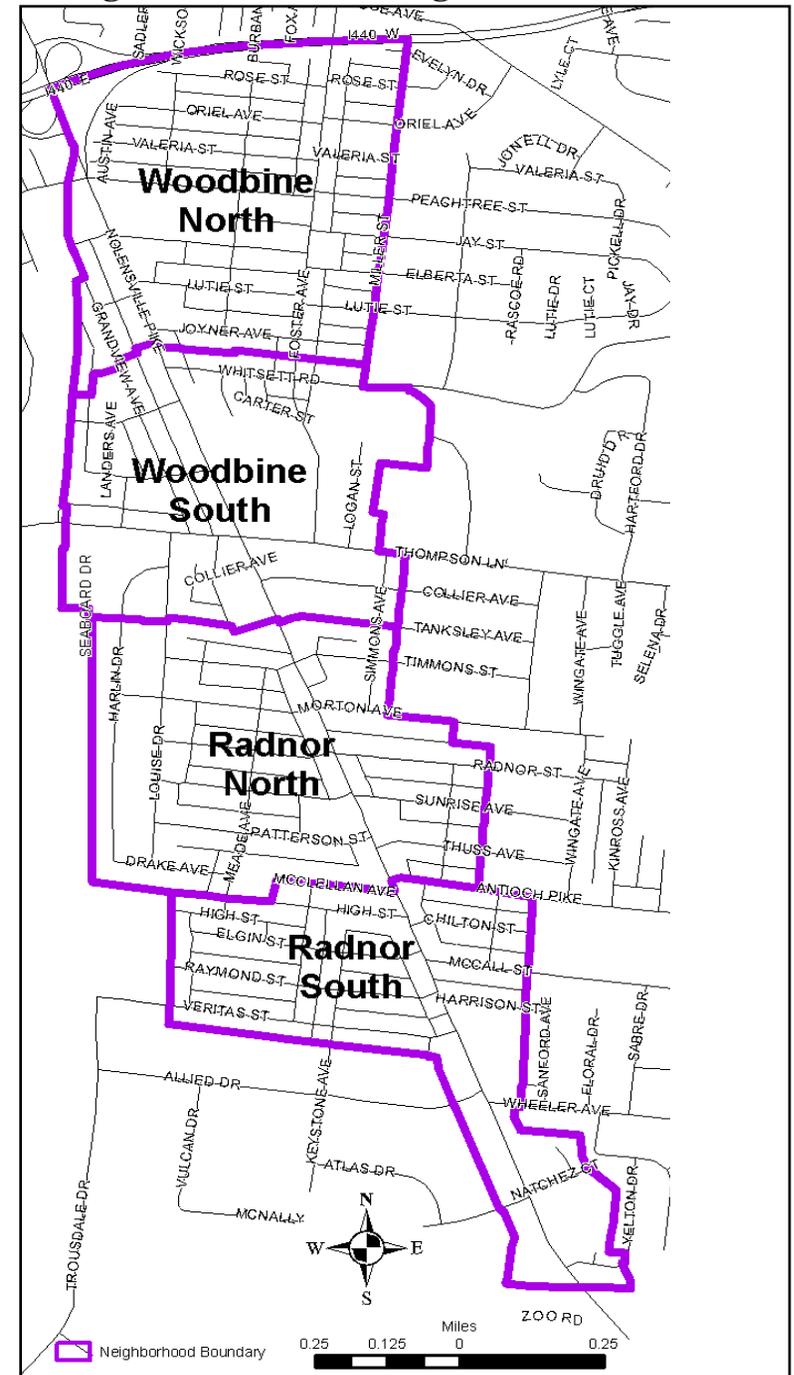
## Introduction and Intent of Plan

The Nolensville Pike Corridor Detailed Neighborhood Design Plan is part of the South Nashville Community Plan. This plan, commonly referred to as a DNDP, takes a closer look at individual neighborhoods. A DNDP addresses land use, transportation, and community character at the neighborhood level.

DNDPs illustrate a particular community's vision for future growth and development. They guide, on a parcel-by-parcel basis, the appropriate land use and development character based upon the neighborhood's goals. Like community plans, DNDPs are developed through a participatory process that involves Planning Department staff working with residents, property owners, business owners, developers, and institutional representatives.

The Planning Department staff began meeting with the public to update the South Nashville Community Plan in March 2007. At these meetings, the community discussed the desire to improve the appearance of Nolensville Pike and increase the mix of businesses along the Corridor in order to obtain higher quality shopping, dining, and entertainment. Planning staff began work on this DNDP for this section of the Nolensville Pike Corridor, from I-440 to Grassmere in June 2007, to develop a plan with a variety of land uses and specific community character to encourage higher quality development as envisioned by the community. Both the South Nashville Community Plan and the Nolensville Pike Corridor Detailed Neighborhood Design Plan were adopted by the Planning Commission on December 13, 2007.

Figure 1: Detailed Design Plan Boundaries



## History of Nolensville Pike Area

The first step in creating a plan is to develop an understanding of the area to be studied. To begin working on a design for the Nolensville Pike Corridor, Planning staff researched the history of the area.

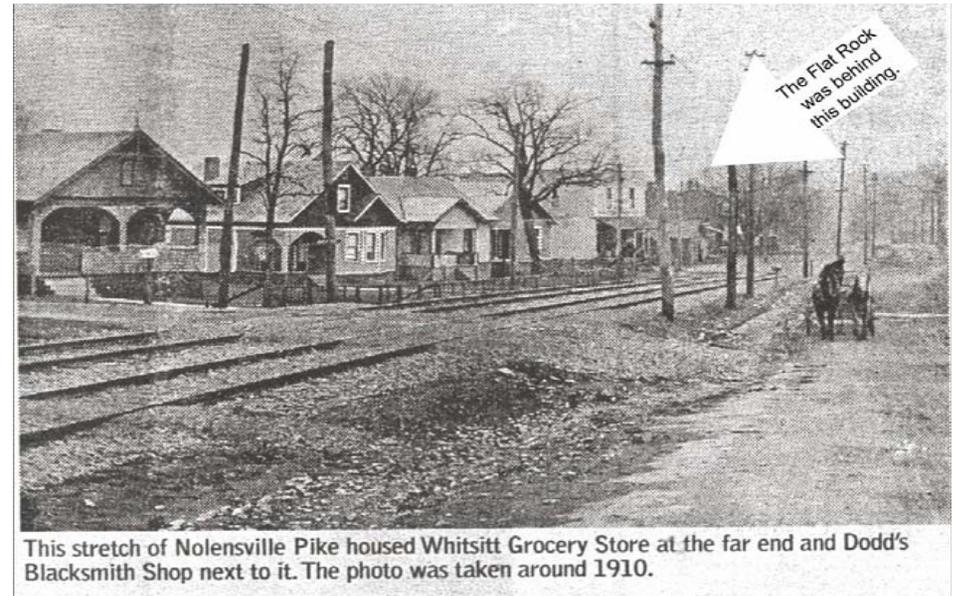


THOMPSON LANE, NASHVILLE, TN

### Corridor Background

Nolensville Pike was named for William Nolen, who settled around Nolensville in 1797 with his family. It stretches from just south of Downtown Nashville and runs through urban neighborhoods, suburban neighborhoods, and rural areas. At the road's earliest beginnings, it was a rural highway connecting the larger city of Nashville to the small town of Nolensville.

Native American groups valued this area as a rich hunting ground and agreed that they all could use the land and pass through, but should not settle here. Around 1800 this area came to be known as Flatrock due to a flat rock, 40 feet wide and 50 feet long, that was a landmark for the Native Americans and settlers. This rock sat behind what later became the intersection of Whitsett Road and Nolensville Pike in the low woody area near the creek. Unfortunately, the rock was destroyed in the early 1950s when Nolensville Pike was widened.



This stretch of Nolensville Pike housed Whitsitt Grocery Store at the far end and Dodd's Blacksmith Shop next to it. The photo was taken around 1910.

The late 1700s brought European settlers to the area. Several of the historic homes in the area were built in the early 1800s and have entertaining stories to accompany their long histories. In this area the new residents found good land and began building a town. The 1800s and 1900s were a period of steady growth. In the last 40 years, the area has experienced significant changes as the city has continued to grow, technology has expanded, and a new wave of immigrants has joined those who came before.

### Commercial Development

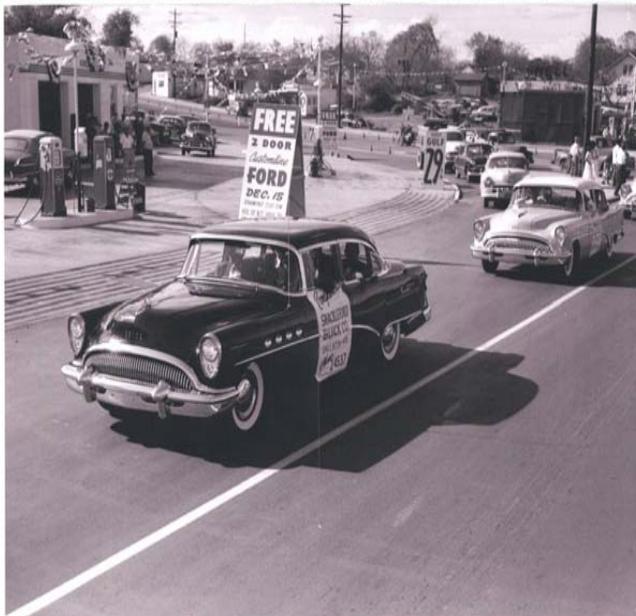
Streetcars ran in the area from the 1890s until 1941. The streetcar line ran on the east side of Nolensville Pike to Veritas Street, then it crossed Nolensville Pike to the south side of Veritas Street and ended at Radnor Yards. During that time, the land south of Veritas Street was farmland. A stagecoach operated along the road from Nolensville to Nashville until 1910. Over the years, agricultural and residential uses have given way to auto-oriented commercial uses.

From the 1960s to today, Nolensville Pike has experienced the influence of suburbanization. Much of the commercial development along the Corridor dates from the 1950s, 1960s, and 1970s and is showing signs of age and disinvestment. Unfortunately, commercial development has occurred haphazardly along the Corridor, resulting in disorganized character. Building types from every era located along the Corridor, and there is no cohesive pattern of development that reflects the image of the community. The one recurring element in development is its auto-oriented nature. This pattern of development is common along corridors leading from urban to suburban areas. These corridors often project a poor image that discourages quality new investment that would benefit the surrounding neighborhoods. As mentioned previously, this pattern of development also caters to, and relies heavily upon, the use of the automobile. In conducting visioning sessions with the community, stakeholders expressed their intent to transform this over time into a community that includes options for walking, biking, and taking transit, in addition to driving.



Flatrock Community Historic Homes

#### NOLENSVILLE ROAD/THOMPSON LANE AREA.



## Historically Significant Features

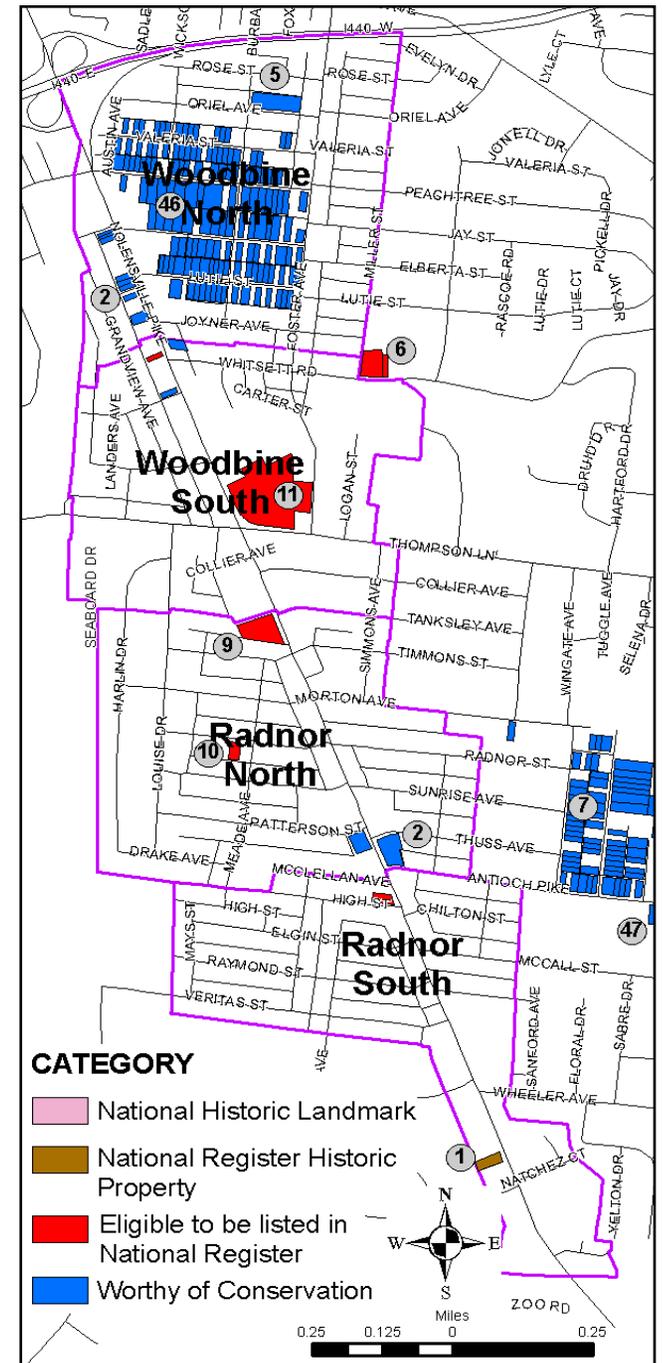
There are eight historically significant sites and/or areas in the four Nolensville Pike Corridor Neighborhoods and two others shown on the graphic near the Radnor neighborhoods. The features are as follows, identified by the numbers on the graphic:

- (1) Grassmere (Croft House)
- (2) Woodbine/Nolensville Road Business District Properties (multiple properties in two general locations)
- (5) Woodbine Community Center
- (6) Cumberland Association Tabernacle
- (7) King Buell House
- (9) Turner School
- (10) Coleman House
- (11) Coleman Park
- (46) Woodbine Historic District (multiple parcels)
- (47) Radnor Historic District (multiple parcels)



King Buell House: Flatrock Community

Figure 2: Historic Features Map



## Inventory of Existing Land Use

An inventory of existing land use is presented in this section for both the entire Nolensville Pike Corridor and for each of the four design plan neighborhoods comprising the Corridor study area. This inventory was conducted to further develop an understanding of the area and the opportunities for changes that would foster more desirable and complete neighborhoods. Changes in land use since 1999 are also noted. At the end of this section, graphics of existing land use are presented for both the overall Corridor and each neighborhood. Each graphic is accompanied by a table that summarizes the land use illustrated.

Overall, the study area contains an estimated 724 acres. Of that, 554 acres, or 77 percent, are parceled property; the remaining 170 acres, or 23 percent, are right-of-way for streets, service lanes and railroads.

### Residential Uses

*The Overall Corridor.* In terms of both residential acreage and number of units, residential development in the Nolensville Pike Corridor has been very stable for the past eight years. An estimated 56 percent of the Corridor's parceled land contains permanent residential uses, which is the same as in 1999 when the last community plan applicable to this area was adopted. The number of housing units declined slightly from 2,010 in 1999 to 2,001 in 2007. Single-family homes dropped by 34 units. That drop was partially offset by a modest 25 unit increase in all other housing types combined. As a percent of all housing, single-family units dipped slightly from 60 percent in 1999 to 58 percent in 2007. The percentage of 2- and 3-unit structures (mostly duplexes) increased slightly from 18 to 19 percent, while the percent of multifamily units (4-unit + structures) changed from 20 to 21 percent. Also, based on the land information records, there were 43 housing units in 1999 and 49 in 2007 on parcels with nonresidential land use codes (for example, a parcel that contains both an office use and a residential use and coded as "office.")

The overall density of residential development in the Corridor study area is 6.32 housing units per residential acre. Single-family homes average 4.32 units per acre, duplexes and triplexes are 8.88 units per acre, and multifamily structures average 43.51 units per acre.

*The Neighborhoods.* The neighborhood with the most housing units is Radnor North with 769 units (38 percent of the Corridor total), while Woodbine South contains the fewest at 142 units (7 percent). Radnor South contains 588 housing units (28 percent of the Corridor total) and Woodbine North has 533 housing units (27 percent of the Corridor total.)

Single-family is the dominant housing type. As a percent of all units in the neighborhood, single-family homes range from 48 percent in Radnor South to 75 percent in Woodbine North. Single-family homes are 57 percent of all units in Woodbine South and 54 percent in Radnor North. Duplex and triplex structures range from 13 percent of all units in Radnor South to 29 percent in Woodbine South; they are 23 percent in Woodbine North and 19 percent in Radnor North. Duplexes and triplexes are fairly scattered in all four neighborhoods.

While multifamily housing comprises 21 percent of the Corridor's housing stock, in contrast to duplexes, it is very concentrated. The 191-unit elderly high-rise on Thuss Avenue and one 4-unit structure are the only multifamily structures in the Radnor North neighborhood. They account for one-fourth of the housing units in Radnor North. There are two multifamily developments south of Natchez Court and one on Veritas Avenue in the Radnor South neighborhood. Together, they contain 210 units and account for 38 percent of Radnor South's housing units. The elderly high-rise in Radnor North and three complexes in Radnor South account for 98 percent of all multifamily housing in the Corridor. According to the land information records, the Woodbine North neighborhood contains one four-unit multifamily structure at the corner of Foster Avenue and Lutie Street, and the Woodbine South neighborhood has no multifamily structures.

The average density of single-family housing among the neighborhoods ranges from 4.11 units per acre in Woodbine South to 5.16 units per acre in Radnor South. In between are Radnor North and Woodbine North at 4.17 and 4.64 units per acre, respectively. Duplex housing averages from 8.21 units per acre in Radnor North and 10.00 in Radnor South. It averages 8.72 and 9.64 units per acre in Woodbine South and Woodbine North, respectively. The density of the few multifamily complexes in the Corridor varies considerably. The elderly high-rise complex in Radnor North is about 60 units per acre. The three conventional multifamily complexes in Radnor South range from 22 to 36 units per acre. Multifamily housing averages 20.00, 28.77, and 58.21 units per acre, respectively, in Woodbine North, Radnor South and Radnor North.

## Office, Commercial and Industrial Uses

*The Overall Corridor.* Like residential, the office, commercial and industrial uses have undergone little net change since 1999. These uses occupied 29 percent of the Corridor's parceled land area in 2007 compared to 28 percent in 1999. With regard to acreage, the current mix is 15 percent office and medical, 56 percent commercial and 29 percent industrial, which is unchanged from 1999.

Most office and commercial uses are along Nolensville Pike and Thompson Lane. Industrial uses are concentrated in the area between Grandview Avenue and the CSX Radnor rail switchyard north of Thompson Lane, and to the east and west of Foster Avenue south of Whitsett Road.

The aggregate floor space in these uses in 2007 was slightly more than 2,000,000 sq. ft., with an overall floor area-to-land area ratio (FAR) of 0.30 to 1.00. The average FARs of office, commercial and industrial areas for the Corridor as a whole are 0.26, 0.27 and 0.37, respectively. Twenty-seven acres (31 percent) of the Corridor's 88 acres of commercial uses are new or used auto sales establishments or repair shops.

*The Neighborhoods.* The neighborhood with the most office, commercial and industrial development is Woodbine South. It has 88 acres (56 percent) of the Corridor's 158 acres of office, commercial and industrial development. Those uses occupy 31 acres in Radnor South, 22 acres in Woodbine North and 14 acres in Radnor North, which accounts for 20, 14, and 9 percent of the Corridor's total office, commercial and industrial uses, respectively.

In addition to the nonresidential uses along Nolensville Pike, the Woodbine North neighborhood contains a small center at the intersection of Peachtree and Burbank Streets, and another on Foster Avenue between Lutie and Joyner Streets. Woodbine North also contains a significant auto storage/salvage/repair use between Oriel Avenue and Rose Street west of Burbank Avenue, much of which does not conform to existing zoning and negatively impacts the surrounding area. Woodbine South, which is centered on the intersection of Nolensville Pike and Thompson Lane, is the neighborhood with the highest portion of its acreage—63 percent—in office, commercial and industrial uses. By comparison, those uses occupy 27 percent of the land in Radnor South, 15 percent in Woodbine North and only 9 percent in Radnor North. The location of office and commercial uses in the Radnor North and Radnor South neighborhoods is almost exclusively along Nolensville Pike.

The western edges of Woodbine North, Woodbine South, Radnor North and part of Radnor South abut and are impacted by the CSX Radnor Rail Switchyards. In addition, the southwest section of Radnor South abuts the Allied Drive industrial district, which also impacts that neighborhood.

## Civic and Public Benefit Uses

*The Overall Corridor.* Civic and public benefit uses include public and private community-oriented services such as schools, libraries, fire and police stations, places of worship, day care centers, parks, social services, cultural centers and fraternal organizations. Altogether, these uses occupy about 39 acres or 7 percent of the Corridor's parceled land area. The only parks in the Nolensville Pike Corridor are the 9.4 acre Coleman Park and the three-quarter acre Turner Park, which together account for only 1.2 percent of the Corridor's parceled land area. The remaining 30 acres of community service uses are scattered throughout the Corridor, both along Nolensville Pike and in the Corridor's residential areas.

*The Neighborhoods.* The most prominent civic/public benefit activities in Woodbine North are the Woodbine Community Organization on Oriel Avenue and the Metro fire station on Joyner Avenue. Coleman Park and the Thompson Lane Branch Library are the major community services in Woodbine South. The main civic/public benefit uses in Radnor North are Metro's former Radnor water reservoir site on McClellan Street, Turner Park, the Youth Encouragement Center on McIver Street and three religious institutions along Nolensville Pike. The only sizable community service in Radnor South is a funeral home, which is classified the same as a cemetery.

## Vacant Land

*The Overall Corridor.* There is very little vacant land in the Nolensville Pike Corridor. Only 33 acres (5.9 percent) of parceled land is vacant. Two-thirds of the vacant land is classified as "vacant residential" and one-third is classified as "vacant commercial." None of the vacant land is industrial.

*The Neighborhoods.* Woodbine South contains the least vacant land—6.7 acres or 4.8 percent of that neighborhood's parceled land. Radnor North has the second lowest amount—7.2 acres or 4.8 percent of that neighborhood's land area. Vacant land accounts for 8.8 acres (7.6 percent) of the parceled land in Radnor South and 10.3 acres (7.2 percent) in Woodbine North. All four neighborhoods contain some vacant land classified as commercial and some classified residential.

The graphics and tables of existing land use for the Nolensville Pike Corridor and its four design plan neighborhoods are presented on the following pages.

**Figure 3: Existing Land Use Map**



**GENERALIZED EXISTING LAND USE SUMMARY  
NOLENSVILLE PIKE CORRIDOR DESIGN PLAN NEIGHBORHOODS  
SPRING 2007**

RESIDENTIAL USES <sup>1</sup>		ACRES (%) <sup>2</sup>	TOTAL DWELLING UNITS (%)	UNITS PER ACRE
Single Family Detached	Subtotal	256.8 (46.3)	1,162 (58.1)	4.52
2 and 3 Unit Structures	Subtotal	42.9 (7.7)	381 (19.0)	8.88
4 Unit + Structures	Subtotal	9.4 (1.7)	409 (20.5)	43.51
Household Residential on Nonresidentially Coded Parcels	Subtotal	--	49 (2.4)	--
<b>HOUSEHOLD RESIDENTIAL</b>	<b>TOTAL</b>	<b>309.1 (55.8)</b>	<b>2,001 (100.0)</b>	<b>6.32</b>
<b>NONHOUSEHOLD RESIDENTIAL</b> <sup>3</sup>	<b>TOTAL</b>	<b>0.2</b>	<b>--</b>	<b>--</b>
NONRESIDENTIAL USES		ACRES (%)	TOTAL FLOORSPACE [SQ FT]	FLOOR/ AREA RATIO <sup>4</sup>
Office, Commercial & Industrial	Subtotal	158.1 (28.5)	2,060,720	0.30
Office, Clinic or Hospital		24.2 (4.4)	270,030	0.26
Commercial		88.4 (15.9)	1,052,700	0.27
Industrial		45.5 (8.2)	738,000	0.37
Auto Parking (principle use)	Subtotal	14.7 (2.7)	--	--
Civic & Public Benefit Uses	Subtotal	39.3 (7.1)	--	--
Community Facilities		29.9 (5.4)	--	--
Parks, Golf Courses & Other Open Space		9.4 (1.7)	--	--
<b>NONRESIDENTIAL USES</b>	<b>TOTAL</b>	<b>212.1 (38.3)</b>	<b>--</b>	<b>--</b>
VACANT & FARMLAND		ACRES (%)		
Vacant/Farm Residential Codes		21.4 (3.9)	--	--
Vacant Commercial Code		11.5 (2.1)	--	--
Vacant Industrial Code		0.0 (0.0)	--	--
<b>VACANT LAND</b>	<b>TOTAL</b>	<b>32.9 (5.9)</b>	<b>--</b>	<b>--</b>
<b>PARCEL ACRES</b> <sup>1</sup>	<b>TOTAL</b>	<b>554.3 (76.5)</b>	<b>--</b>	<b>--</b>
Estimated Right-of-Way	TOTAL	170.0 (23.5)	--	--
<b>NEIGHBORHOOD LAND AREA</b>	<b>TOTAL</b>	<b>724.3 / 100.0</b>	<b>--</b>	<b>--</b>

<sup>1</sup> All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; acreage figures do not include condominium common area that is not parceled land

<sup>2</sup> Percentage of Parcel Acres, except for Parcel Acres and Right-of-Way which are percentage of Neighborhood Land Area

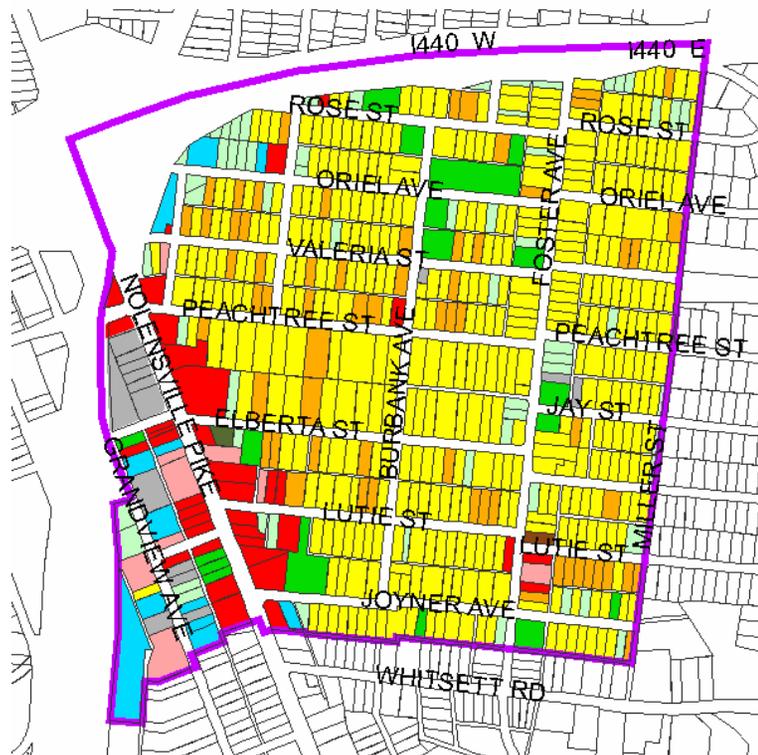
<sup>3</sup> Includes uses such as dormitories, rooming units and other group quarters;

<sup>4</sup> Ratio of floor area of a building divided by land area of a lot

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes.

Source: Metropolitan Planning Commission, May 2007

**Woodbine North  
General Existing Land Use Spring 2007**



**General Land Use**

- Park or Golf Course
- Residential - 1 Unit
- Residential - 2 or 3 Unit
- Residential - 4 Unit +
- Residential - Nonhousehold
- Community, Institutional or Utility
- Office or Medical
- Commercial
- Auto Parking
- Industrial
- Vacant or Farm
- Neighborhood Boundary

**Figure 4: Woodbine North  
Existing Land Use Map**

**GENERALIZED EXISTING LAND USE  
WOODBINE NORTH DESIGN PLAN NEIGHBORHOOD  
SPRING 2007**

RESIDENTIAL USES <sup>1</sup>		ACRES (%) <sup>2</sup>	TOTAL DWELLING UNITS (%)	UNITS PER ACRE
Single Family Detached	Subtotal	85.7 (59.8)	398 (74.7)	4.64
2 and 3 Unit Structures	Subtotal	13.2 (9.3)	122 (22.9)	9.24
4 Unit + Structures	Subtotal	0.2 (0.1)	4 (0.7)	20.00
Household Residential on Nonresidentially Coded Parcels	Subtotal	--	9 (1.7)	--
<b>HOUSEHOLD RESIDENTIAL</b>	<b>TOTAL</b>	<b>99.1 (69.2)</b>	<b>533 (100.0)</b>	<b>5.29</b>
<b>NONHOUSEHOLD RESIDENTIAL<sup>3</sup></b>	<b>TOTAL</b>	<b>0.2 (0.1)</b>	<b>--</b>	<b>--</b>
NONRESIDENTIAL USES		ACRES (%)	TOTAL FLOORSPACE [SQ FT]	FLOOR/AREA RATIO <sup>4</sup>
Office, Commercial & Industrial	Subtotal	21.7 (15.2)	217,920	0.23
Office, Clinic or Hospital		3.7 (2.6)	41,200	0.26
Commercial		11.1 (7.8)	170,480	0.35
Industrial		6.9 (4.8)	137,240	0.02
Auto Parking (principle use)	Subtotal	4.4 (3.1)	--	--
Civic & Public Benefit Uses	Subtotal	7.5 (5.2)	--	--
Community Facilities		7.5 (5.2)	--	--
Parks, Golf Courses & Other Open Space		0.0 (0.0)	--	--
<b>NONRESIDENTIAL USES</b>	<b>TOTAL</b>	<b>33.6 (23.5)</b>	<b>--</b>	<b>--</b>
VACANT & FARMLAND		ACRES (%)		
Vacant/Farm Residential Codes		8.1 (5.7)	--	--
Vacant Commercial Code		2.2 (1.5)	--	--
Vacant Industrial Code		0.0 (0.0)	--	--
<b>VACANT LAND</b>	<b>TOTAL</b>	<b>10.3 (7.2)</b>	<b>--</b>	<b>--</b>
<b>PARCEL ACRES <sup>1</sup></b>	<b>TOTAL</b>	<b>143.2 (72.6)</b>	<b>--</b>	<b>--</b>
<b>Estimated Right-of-Way</b>	<b>TOTAL</b>	<b>54.0 (27.4)</b>	<b>--</b>	<b>--</b>
<b>NEIGHBORHOOD LAND AREA</b>	<b>TOTAL</b>	<b>197.2(100.0)</b>	<b>--</b>	<b>--</b>

<sup>1</sup> All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; acreage figures do not include condominium common area that is not parceled land

<sup>2</sup> Percentage of Parcel Acres, except for Parcel Acres and Right-of-Way which are percentage of Neighborhood Land Area

<sup>3</sup> Includes uses such as dormitories, rooming units and other group quarters;

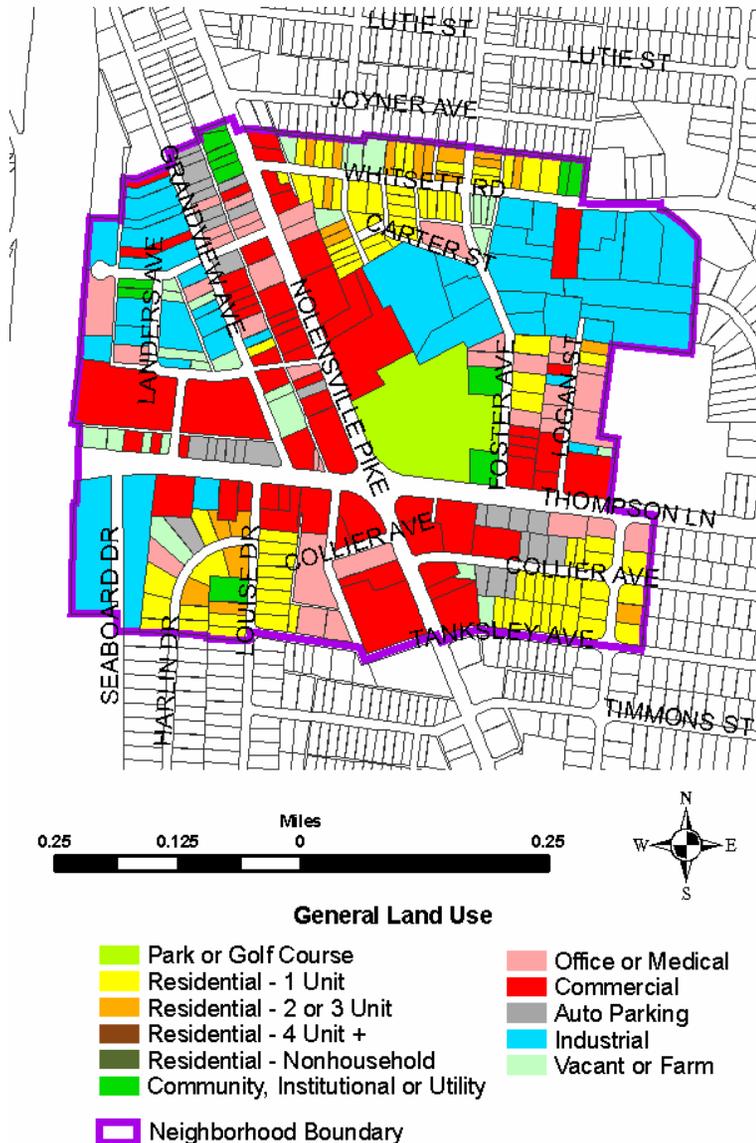
<sup>4</sup> Ratio of floor area of a building divided by land area of a lot

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes.

Source: Metropolitan Planning Commission, May 2007

Woodbine South  
General Existing Land Use Spring 2007

GENERALIZED EXISTING LAND USE  
WOODBINE SOUTH DESIGN PLAN NEIGHBORHOOD  
SPRING 2007



RESIDENTIAL USES <sup>1</sup>		ACRES (%) <sup>2</sup>	TOTAL DWELLING UNITS (%)	UNITS PER ACRE
Single Family Detached	Subtotal	19.7 (14.2)	81 (57.0)	4.11
2 and 3 Unit Structures	Subtotal	4.7 (3.4)	41 (28.9)	8.72
4 Unit + Structures	Subtotal	0	--	--
Household Residential on Nonresidentially Coded Parcels	Subtotal	--	20 (14.1)	--
<b>HOUSEHOLD RESIDENTIAL</b>	<b>TOTAL</b>	<b>24.5 (17.7)</b>	<b>142 (100.0)</b>	<b>5.00</b>
<b>NONHOUSEHOLD RESIDENTIAL</b> <sup>3</sup>	<b>TOTAL</b>	<b>0.0</b>	<b>--</b>	<b>--</b>
NONRESIDENTIAL USES		ACRES (%)	TOTAL FLOORSPACE [SQ FT]	FLOOR/AREA RATIO <sup>4</sup>
Office, Commercial & Industrial	Subtotal	88.0 (63.4)	1,284,300	0.34
Office, Clinic or Hospital		13.9 (10.1)	173,890	0.29
Commercial		37.5 (27.1)	540,360	0.33
Industrial		36.6 (26.5)	570,050	0.36
Auto Parking (principle use)	Subtotal	6.6 (4.8)	--	--
Civic & Public Benefit Uses	Subtotal	12.5 (9.0)	--	--
Community Facilities		3.8 (2.7)	--	--
Parks, Golf Courses & Other Open Space		8.7 (6.2)	--	--
<b>NONRESIDENTIAL USES</b>	<b>TOTAL</b>	<b>107.1 (77.4)</b>	<b>--</b>	<b>--</b>
VACANT & FARMLAND		ACRES (%)		
Vacant/Farm Residential Codes		2.8 (2.0)	--	--
Vacant Commercial Code		3.9 (2.8)	--	--
Vacant Industrial Code		0.0 (0.0)	--	--
<b>VACANT LAND</b>	<b>TOTAL</b>	<b>6.7 (4.8)</b>	<b>--</b>	<b>--</b>
<b>PARCEL ACRES</b> <sup>1</sup>	<b>TOTAL</b>	<b>138.3 (78.7)</b>	<b>--</b>	<b>--</b>
Estimated Right-of-Way	TOTAL	37.5 (21.3)	--	--
<b>NEIGHBORHOOD LAND AREA</b>	<b>TOTAL</b>	<b>175.8 (100.0)</b>	<b>--</b>	<b>--</b>

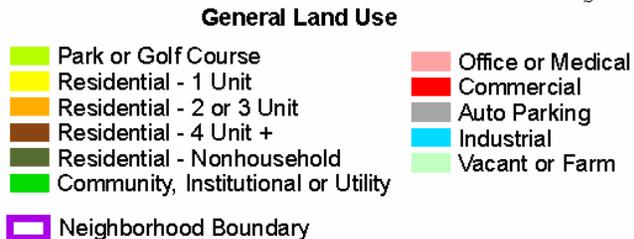
Figure 5: Woodbine South Existing Land Use Map

<sup>1</sup> All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; acreage figures do not include condominium common area that is not parceled land  
<sup>2</sup> Percentage of Parcel Acres, except for Parcel Acres and Right-of-Way which are percentage of Neighborhood Land Area  
<sup>3</sup> Includes uses such as dormitories, rooming units and other group quarters;  
<sup>4</sup> Ratio of floor area of a building divided by land area of a lot

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes.

Source: Metropolitan Planning Commission, May 2007

**Radnor North  
General Existing Land Use Spring 2007**



**Figure 6: Radnor North  
Existing Land Use Map**

**GENERALIZED EXISTING LAND USE  
RADNOR NORTH DESIGN PLAN NEIGHBORHOOD  
SPRING 2007**

RESIDENTIAL USES <sup>1</sup>	ACRES (%) <sup>2</sup>	TOTAL DWELLING UNITS (%)	UNITS PER ACRE
Single Family Detached Subtotal	99.7 (64.9)	416 (54.1)	4.17
2 and 3 Unit Structures Subtotal	17.9 (11.6)	147 (19.1)	8.21
4 Unit + Structures Subtotal	1.9 (1.3)	195 (25.4)	58.21 <sup>3</sup>
Household Residential on Nonresidentially Coded Parcels Subtotal	--	11 (1.4)	--
<b>HOUSEHOLD RESIDENTIAL TOTAL</b>	<b>119.5 (77.7)</b>	<b>769 (100.0)</b>	<b>6.34</b>
<b>NONHOUSEHOLD RESIDENTIAL<sup>4</sup> TOTAL</b>	<b>0.0</b>	<b>--</b>	<b>--</b>
NONRESIDENTIAL USES	ACRES (%)	TOTAL FLOORSPACE [SQ FT]	FLOOR/AREA RATIO <sup>5</sup>
Office, Commercial & Industrial Subtotal	13.9 (9.0)	121,790	0.20
Office, Clinic or Hospital	1.3 (0.8)	17,380	0.31
Commercial	11.7 (7.6)	90,690	0.18
Industrial	0.9 (0.6)	13,720	0.35
Auto Parking (principle use) Subtotal	1.8 (1.2)	--	--
Civic & Public Benefit Uses Subtotal	11.3 (7.4)	--	--
Community Facilities	10.6 (6.9)	--	--
Parks, Golf Courses & Other Open Space	0.7 (0.5)	--	--
<b>NONRESIDENTIAL USES TOTAL</b>	<b>27.0 (17.6)</b>	<b>--</b>	<b>--</b>
VACANT & FARMLAND ACRES (%)	ACRES (%)		
Vacant/Farm Residential Codes	4.4 (2.9)	--	--
Vacant Commercial Code	2.8 (4.4)	--	--
Vacant Industrial Code	0.0 (1.8)	--	--
<b>VACANT LAND TOTAL</b>	<b>7.2 (4.7)</b>	<b>--</b>	<b>--</b>
<b>PARCEL ACRES<sup>1</sup> TOTAL</b>	<b>153.7 (79.8)</b>	<b>--</b>	<b>--</b>
Estimated Right-of-Way TOTAL	39.0 (20.2)	--	--
<b>NEIGHBORHOOD LAND AREA TOTAL</b>	<b>192.7 (100.0)</b>	<b>--</b>	<b>--</b>

<sup>1</sup> All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; acreage figures do not include condominium common area that is not parceled land

<sup>2</sup> Percentage of Parcel Acres, except for Parcel Acres and Right-of-Way which are percentage of Neighborhood Land Area

<sup>3</sup> Calculation includes 1.45 acres coded vacant or parking that are part of the elderly high-rise complex.

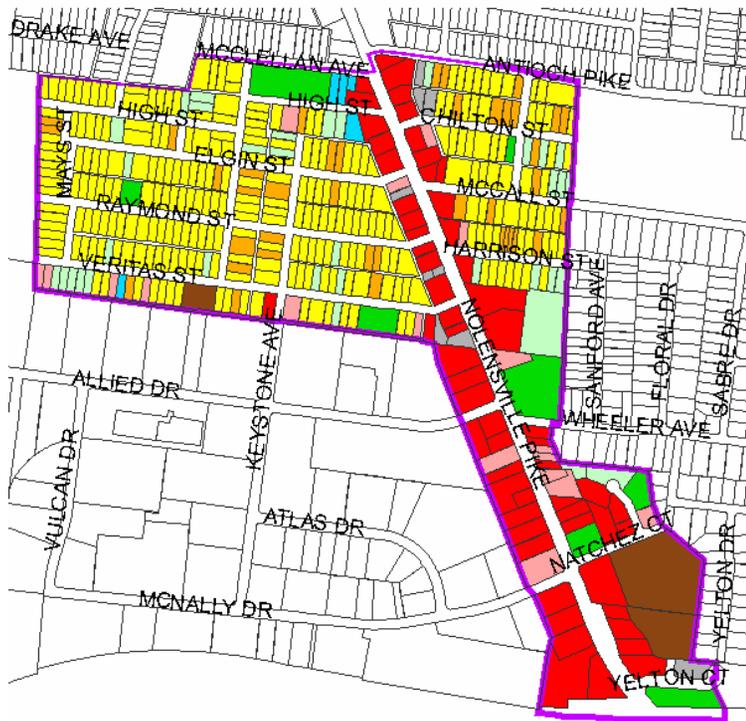
<sup>4</sup> Includes uses such as dormitories, rooming units and other group quarters;

<sup>5</sup> Ratio of floor area of a building divided by land area of a lot

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes.

Source: Metropolitan Planning Commission, May 2007

**Radnor South  
General Existing Land Use Spring 2007**



**General Land Use**

- Park or Golf Course
- Residential - 1 Unit
- Residential - 2 or 3 Unit
- Residential - 4 Unit +
- Residential - Nonhousehold
- Community, Institutional or Utility
- Office or Medical
- Commercial
- Auto Parking
- Industrial
- Vacant or Farm
- Neighborhood Boundary

**Figure 7: Radnor South  
Existing Land Use Map**

**GENERALIZED EXISTING LAND USE  
RADNOR SOUTH DESIGN PLAN NEIGHBORHOOD  
SPRING 2007**

RESIDENTIAL USES <sup>1</sup>	ACRES (%) <sup>2</sup>	TOTAL DWELLING UNITS (%)	UNITS PER ACRE
Single Family Detached Subtotal	51.7(44.5)	267 (47.8)	5.16
2 and 3 Unit Structures Subtotal	7.1 (6.1)	71 (12.7)	10.00
4 Unit + Structures Subtotal	7.3 (6.3)	210 (37.7)	28.77
Household Residential on Nonresidentially Coded Parcels Subtotal	--	10 (1.8)	--
<b>HOUSEHOLD RESIDENTIAL TOTAL</b>	<b>66.1 (57.0)</b>	<b>558 (100.0)</b>	<b>8.29</b>
<b>NONHOUSEHOLD RESIDENTIAL<sup>3</sup> TOTAL</b>	<b>0.0</b>	<b>--</b>	<b>--</b>
NONRESIDENTIAL USES	ACRES (%)	TOTAL FLOORSPACE [SQ FT]	FLOOR/AREA RATIO <sup>4</sup>
Office, Commercial & Industrial Subtotal	31.2 (26.9)	305,710	0.22
Office, Clinic or Hospital	1.9 (1.6)	37,550	0.45
Commercial	28.2 (24.5)	251,170	0.20
Industrial	1.1 (0.9)	16,990	0.35
Auto Parking (principle use) Subtotal	1.9 (1.6)	--	--
Civic & Public Benefit Uses Subtotal	8.0 (6.8)	--	--
Community Facilities	8.0 (6.8)	--	--
Parks, Golf Courses & Other Open Space	0.0 (0.0)	--	--
<b>NONRESIDENTIAL USES TOTAL</b>	<b>41.1 (35.4)</b>	<b>--</b>	<b>--</b>
VACANT & FARMLAND ACRES (%)	ACRES (%)		
Vacant/Farm Residential Codes	6.2 (5.3)	--	--
Vacant Commercial Code	2.6 (2.2)	--	--
Vacant Industrial Code	0.0 (0.0)	--	--
<b>VACANT LAND TOTAL</b>	<b>8.8 (7.6)</b>	<b>--</b>	<b>--</b>
<b>PARCEL ACRES<sup>1</sup> TOTAL</b>	<b>116.0 (100.0)</b>	<b>--</b>	<b>--</b>
Estimated Right-of-Way TOTAL	42.6 (26.9)	--	--
<b>NEIGHBORHOOD LAND AREA TOTAL</b>	<b>158.6 / 100.0</b>	<b>--</b>	<b>--</b>

<sup>1</sup> All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; acreage figures do not include condominium common area that is not parceled land

<sup>2</sup> Percentage of Parcel Acres, except for Parcel Acres and Right-of-Way which are percentage of Neighborhood Land Area

<sup>3</sup> Includes uses such as dormitories, rooming units and other group quarters;

<sup>4</sup> Ratio of floor area of a building divided by land area of a lot

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes.

Source: Metropolitan Planning Commission, May 2007

## Inventory and Analysis of Existing Zoning

Both current base zoning districts and overlay zoning districts are addressed in this section. Each type of zoning is also shown graphically and is summarized for the Corridor in the accompanying table. The acreage figures for base districts discussed in this section and presented in the table reflect parceled land and do not include areas in right-of-way. Figures for overlay districts *do* include right-of-way.

### Base Zoning Districts

The Corridor contains 17 different base zoning districts—eight residential, eight mixed use and/or nonresidential and SP, a design-based district in which the uses are guided by applicable land use policies. Residential base zoning currently applies to 1,451 (74 percent) of the 1,966 parcels in the Corridor’s four neighborhoods. These residentially zoned properties encompass 333 acres or 60 percent of the parceled land in the Corridor.

Three single-family only districts (RS5, RS 7.5 and RS10) account for about 96 percent of the residentially zoned areas. All of the “RS” zoning was applied in mass rezonings that occurred in late 2003 and early 2004. The single-family only zoned area contains 1,423 parcels, of which 112 (7.8 percent) are vacant; 174 parcels (12 percent) contain duplexes or other residential combinations. Of the 16 acres (3 percent) of residentially zoned property that is not zoned for single-family development, less than 3 acres are currently coded as vacant land. All of those vacant parcels are in the Radnor South neighborhood.

About 34 parcel acres, or six percent of the Corridor, have a nonresidential zoning district that allows some residential development by right. Most of this is transitional OR20 Office and Residential zoning next to commercial and industrial districts in the Woodbine South and Radnor South neighborhoods. Only 7 percent (2.3 acres) of the 34 acres is vacant.

An estimated 188 parcel acres or 34 percent of the Corridor’s parceled land is in office, commercial and industrial base zoning districts that do not allow residential uses by right. The most prevalent of these are CS Commercial Services (127 acres) and IWD Industrial Warehousing/Distribution (46 acres), which account for 68 and 25 percent, respectively, of the total acreage in this group of districts. Of the 188 acres, only 8.7 (less than 5 percent) are classified as vacant. Adaptive reuse of properties for residential is conditionally possible in the otherwise nonresidential-only office and commercial districts, if they are in the Urban Zoning Overlay (UZO), have frontage on arterial or collector streets and meet design requirements. There are an estimated 141 acres of office and commercially zoned parcels in the

Corridor that do not allow residential by right. Of those 141 acres, about 71 acres are estimated to be eligible for adaptive residential development. Most are along Nolensville Pike; a few are along Thompson Lane and Foster Avenue.

The SP zoning district currently applies to only two locations, both in Woodbine South, involving slightly over one acre. A third location in the southeast corner of Veritas Street and Keystone Avenue was being considered for rezoning to SP at the time this plan was being prepared.

### Overlay Districts

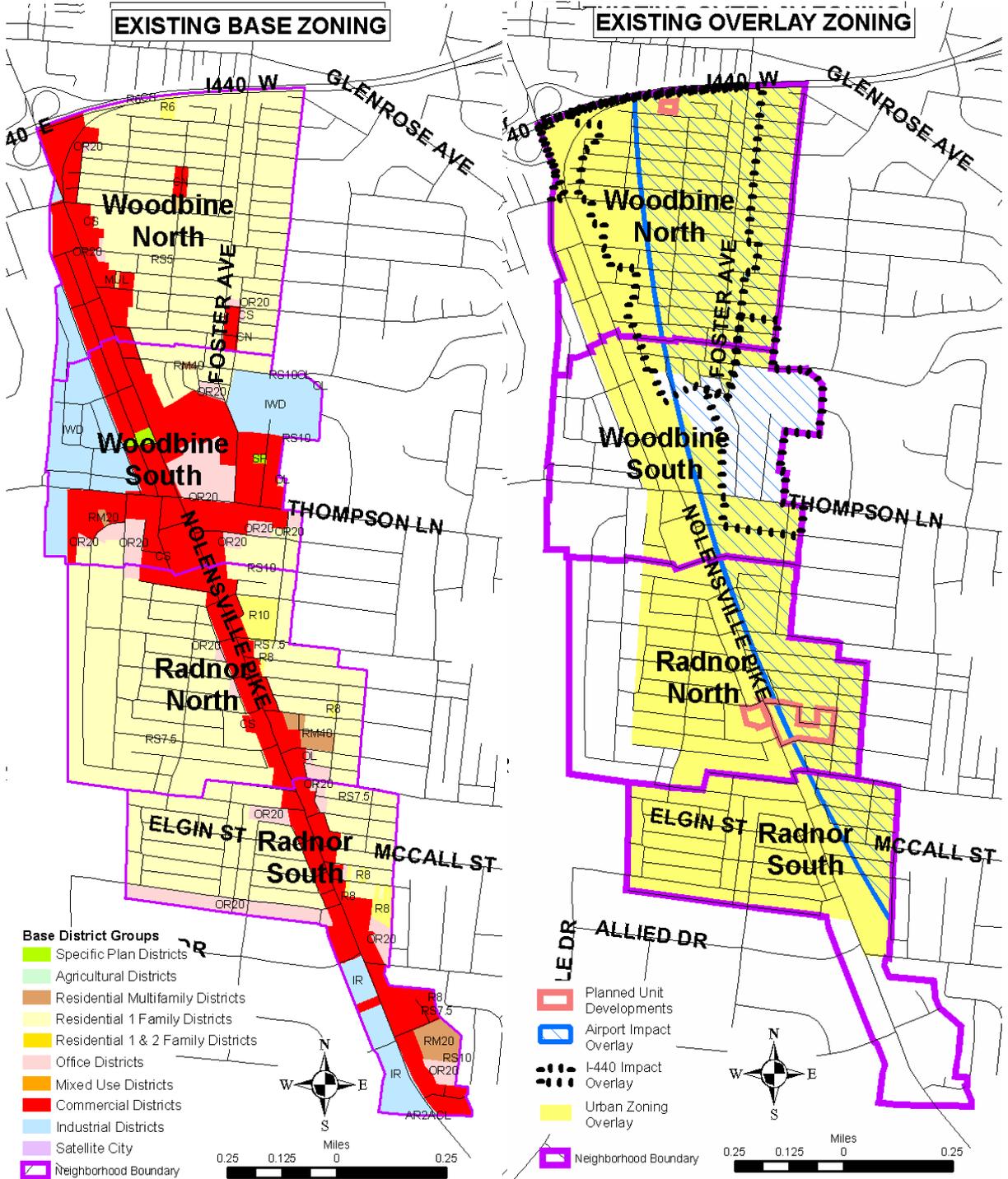
There are four different types of overlay zoning districts in the Nolensville Pike Corridor. As the graphic shows, a significant portion of the Corridor east of Nolensville Pike is on the edge of the Airport Overlay Zone (Zoning Code Sec. 17.36.230), which may affect building heights in development proposals.

The I-440 Impact Overlay (Zoning Code Sec. 17.36.360) applies to much of the residential area in Woodbine North and a portion of Woodbine South. The purpose of this overlay is to guide the type and character of residential development in these areas that may be influenced by the presence and proximity of I-440.

The Urban Zoning Overlay (UZO; Zoning Code Sec. 17.36.430) applies to almost three-fourths of the corridor. Its aim is to preserve and protect existing development patterns that predate the mid-1950s and ensure compatibility of new development in those areas. In the UZO, certain development standards, for example setbacks, building heights, floor space and parking, are different than those that apply outside of the UZO area.

Finally, there are three Planned Unit Development (PUD) overlay districts covering about 1 percent of the Corridor (Zoning Code Sec. 17.36.030 contains the provisions governing PUDs). PUDs provide design flexibility and, prior to January 1, 1998, the uses allowed in PUDs were governed by the provision for PUDs in the zoning ordinance. Since then, the uses allowed in PUDs have been and are governed by the underlying base zoning district(s). The largest PUD involves the Radnor Baptist Church and adjacent elderly high-rise residential. It, and the small PUD next to I-440 in Woodbine North, which contains a community service use, predate the January 1, 1998 changes in the PUD regulations.

**NOLENSVILLE PIKE CORRIDOR  
DESIGN PLAN NEIGHBORHOODS  
JULY 2007**



**BASE ZONE DISTRICTS \***

CATEGORY	ACRES	% of Corridor Total
<b>Residential Districts Total</b>	<b>332.8</b>	<b>60.0</b>
Residential Single Family (RS) Districts	317.0	57.2
Residential Single and Two-Family (R) Districts	8.8	1.6
Residential Multi-family (RM) Districts	7.0	1.3
<b>Mixed Use and Nonresidential Districts Total</b>	<b>221.8</b>	<b>40.0</b>
Office/Residential Districts	34.0	6.1
Office Only Districts	0.4	<0.1
Mixed Use Districts	0.4	<0.1
Commercial Districts	128.7	23.2
Industrial Districts	57.2	10.3
Specific Plan (SP) Districts	1.1	0.2
<b>CORRIDOR TOTAL</b>	<b>554.6</b>	<b>100.0</b>

**OVERLAY DISTRICTS \*\***

Airport	273.4	37.7
I-440 Impact Area	185.7	25.6
Urban Zoning (UZO)	528.8	73.0
Planned Unit Development	7.8	1.1

\* Base District Acreage excludes areas in right-of-way; figures are not adjusted for split-zoned parcels

\*\* Figures include area in right-of-way

**Figure 8:  
Existing Zoning Map**

## Inventory and Analysis of Existing Systems

### Natural Features

All four of the Nolensville Pike Corridor Detailed Design Plan Neighborhoods (DNDPs) have been predominantly developed for many years. What is perhaps most conspicuous about them is the absence of natural areas and environmentally sensitive natural features.

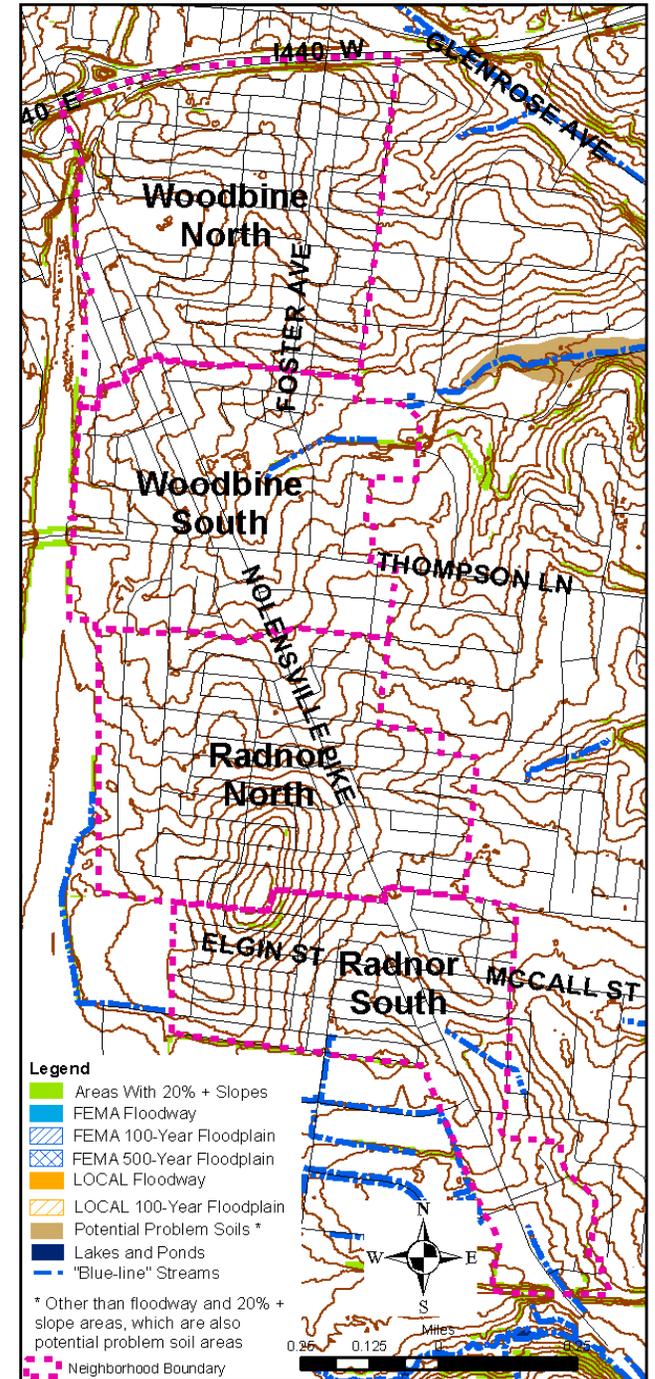
Very little of the area remains in an undisturbed natural state. As seen in the graphic of “Natural Features,” areas with slopes of 20 percent or more are practically nonexistent. The brown lines on the map represent the topography of the area. While the terrain is somewhat hilly, it is generally suitable for urban development. The most prominent high spot is the hill at the western terminus of McClellan Avenue along the boundary between the Radnor North and Radnor South neighborhoods.

Whitsett Branch, located in the northeast section of the Woodbine South neighborhood, is the most significant “blue-line” stream in the area. But it, along with the few other “blue-line” streams along the Corridor, do not have large watersheds and none have defined 100-year floodplain associated with them within the neighborhoods.



Mill Creek in South Nashville

Figure 9: Natural Features Map



## Street Network

The street network in the Nolensville Pike Corridor DNDPs is fully developed and highly interconnected. Major streets, shown in the “Street Network And Transit” graphic, include I-440 with six existing lanes along the northern edge of Woodbine North; Nolensville Pike which is currently four lanes; Thompson Lane with four existing lanes; Elgin/McCall Streets and Foster Avenue which are all two lanes. The only street segment currently designated as a “Collector” is the short section of Allied Drive in Radnor South extending west from Nolensville Pike.

An estimated 72 percent of the parcels containing about 61 percent of the parceled land in the four neighborhoods have alley access. As shown in the graphic entitled “Alley Service” on page 16, the eastern portion of Woodbine South and the western portion of Radnor North are the most sizable areas lacking alleys.

The CSX Radnor rail yard along the western edge of these neighborhoods is a major barrier to travel to and from the west. Thompson Lane and Melrose Avenue, a local road near I-440, are the only two means of crossing the rail yard between I-440 and Harding Place, which is almost one mile south of the Radnor South neighborhood. I-440 dissected Woodbine North and severed several north-south and east-west local streets.

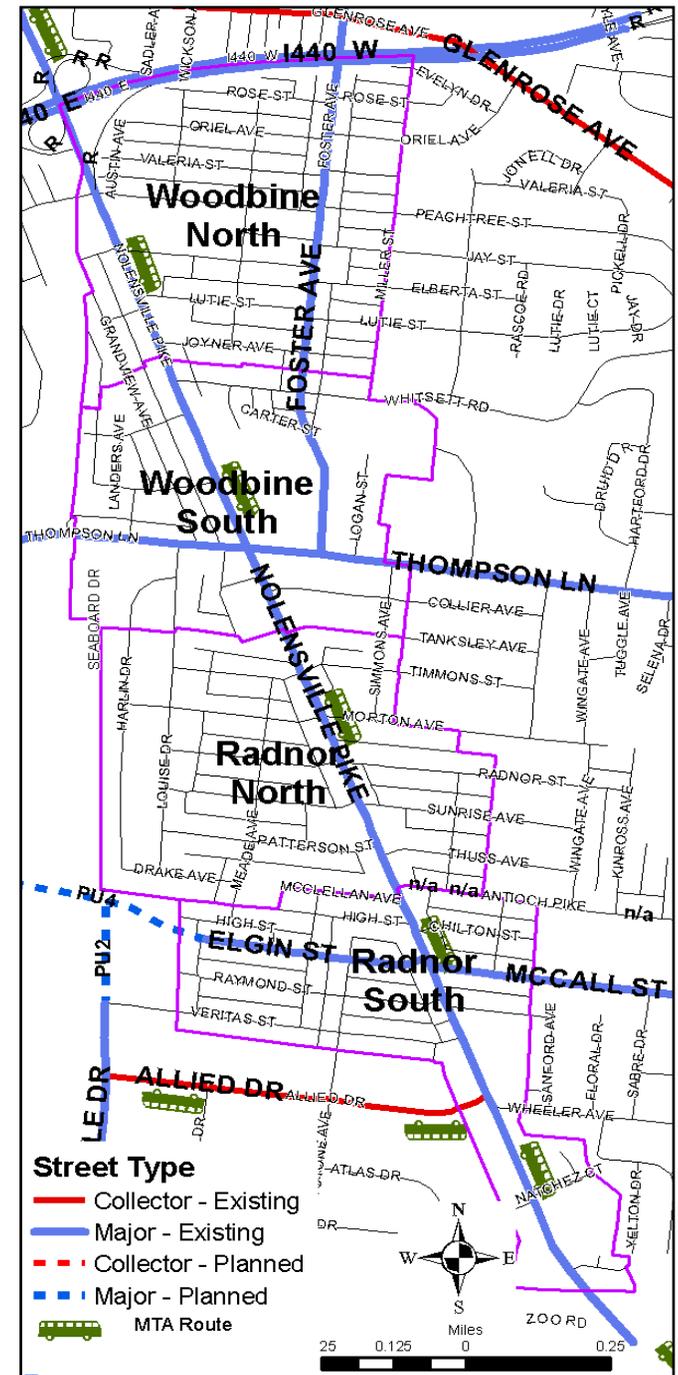
The intersection of Thompson Lane and Nolensville Pike is one of the busiest in Nashville. Congestion is a problem during morning and afternoon peak driving periods on all of the major streets in these neighborhoods. Speeding is a common complaint; Foster Avenue and Elberta Street are two particular streets mentioned as having speeding problems.

The adopted “Major Street Plan” calls for 1) widening Nolensville Pike to six lanes, 2) widening existing McCall Street and Elgin Street to four lanes and extending Elgin Street west across the CSX Radnor rail yard to Armory Drive. See the section entitled “Vehicular Circulation” on page 31 for recommendations about existing and planned major streets, collectors and alleys.

## Transit System

One transit route currently serves the Corridor—the #12 Nolensville route, which is shown in the street network and transit graphic. It traverses the neighborhoods along Nolensville Pike and, on a limited basis, includes a service loop along Allied Drive to the south of the Radnor South neighborhood.

Figure 10: Street Network and Transit



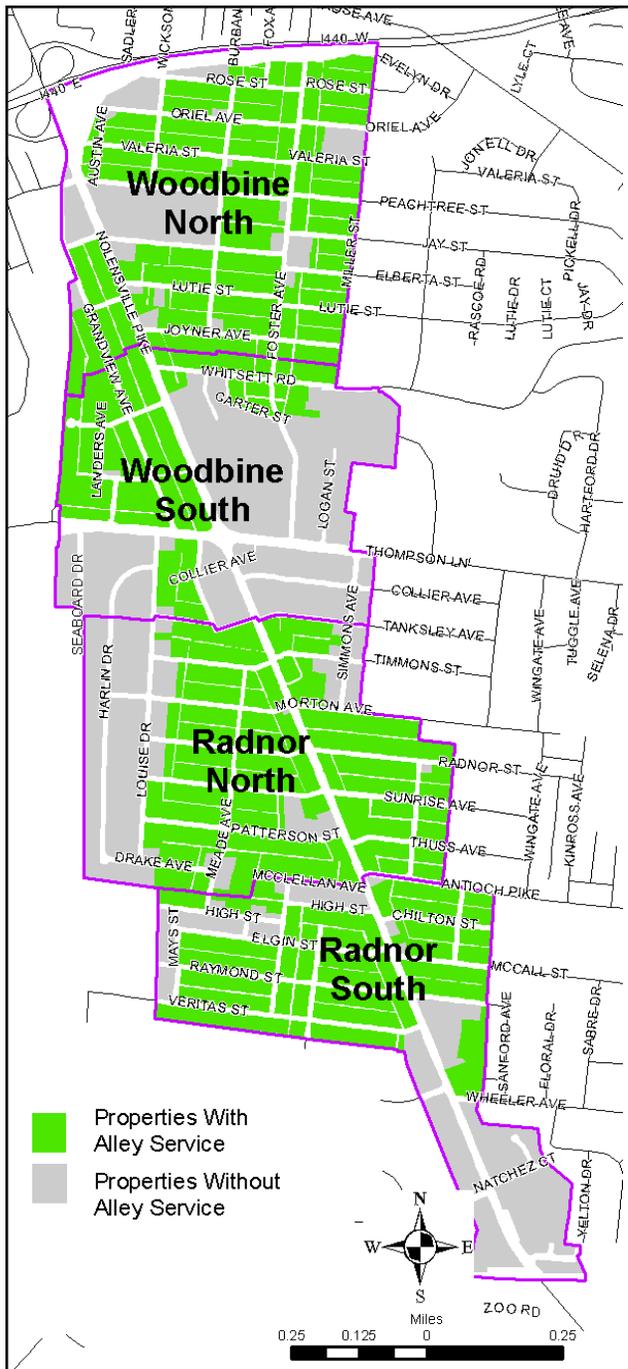


Figure 11: Alley Service

### Bicycle and Pedestrian Systems

Existing bicycle and pedestrian systems and plans are shown in the graphic entitled “Bikeways and Sidewalks.” The Nolensville Pike Corridor Neighborhoods contain only one existing bike lane. It is along Thompson Lane. Current plans call for a bike route along Nolensville Pike between I-440 and Thompson Lane; and bike lanes along 1) Nolensville Pike from Thompson Lane to the southern boundary of Radnor South and 2) along McCall Street from Nolensville Pike eastward to I-24.

About one-fourth of the properties in the Nolensville Pike Corridor Neighborhoods are within fifty feet of an existing sidewalk. They are the properties shown in yellow on the graphic of bikeways and sidewalks. Streets within these neighborhoods that mainly have sidewalks include Nolensville Pike, Antioch Pike and McCall Street. Streets partially served with sidewalks include Foster, Oriel, and Joyner Avenues, Peachtree Street, and Whitsett Road. There is a pedestrian bridge over I-440 at Dortch Avenue that links the Woodbine North neighborhood with the portion of that area that was severed by I-440. Currently, there are no existing or planned greenways in any of the Nolensville Pike Corridor Neighborhoods.

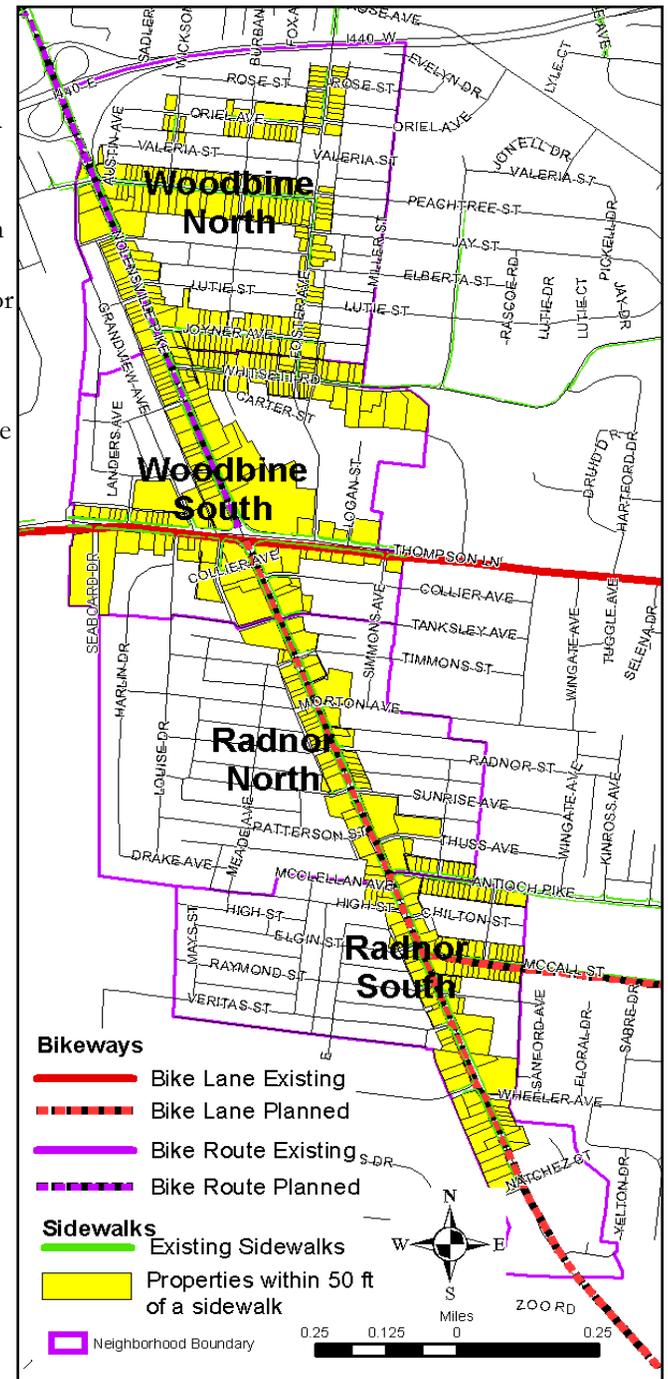
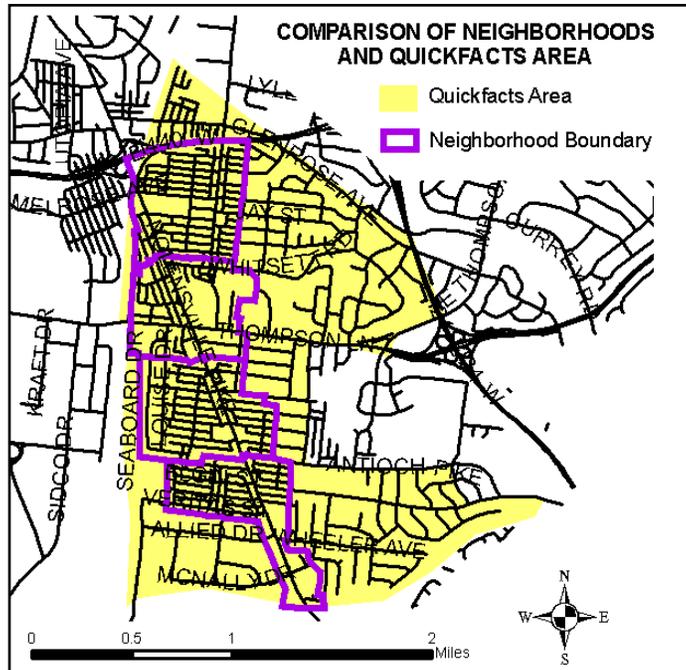


Figure 12: Bikeways and Sidewalks

## Demographic Quickfacts

Demographic information is presented in the table entitled “Nolensville Pike Corridor Quickfacts.” The area to which these facts apply is comprised of 2000 U.S. Census Block Groups for which data were readily available. It is larger than the Nolensville Pike Corridor study area, but contains the study area and is more representative of the Corridor’s demographics than the quickfacts presented in the community plan for the entire South Nashville Community. The area covered by the quickfacts compared to the study area is shown in the graphic entitled “Quickfacts Area Compared To Nolensville Pike Corridor Neighborhoods.”

Figure 13: Census Area



NOLENSVILLE PIKE CORRIDOR QUICKFACTS		Davidson County		Nolen DNDPs	
Category	Facts	#	%	#	%
<b>Population</b>	Total	569,891	n/a	10,514	n/a
	Household Population	545,686	95.8%	10,505	99.9%
	Group Quarters Population	24,205	4.2%	9	0.1%
	Institutionalized Population	10,343	1.8%	0	0.0%
	Population Projection, 2010	619,771	n/a	9,721	n/a
	Population Change, 2000 - 2010	49,880	8.8%	-793	-7.5%
	Population Density (persons/acre)	1.69	n/a	5.32	n/a
	Average Household Size	2.30	n/a	2.39	n/a
	Male	275,530	48.3%	5,268	50.1%
	Female	294,361	51.7%	5,246	49.9%
<b>Families</b>	Total	139,234	58.6%	2,532	n/a
	Married Couple Families with Children	41,006	29.5%	821	32.4%
	Single Parent Families with Children	23,874	17.1%	362	14.3%
	Female Householder with Children	19,985	14.4%	285	11.3%
<b>Race</b>	White	382,008	67.0%	7,671	73.0%
	Black or African American	147,862	27.1%	1,083	10.3%
	American Indian/ Alaska Native	1,978	0.3%	30	0.3%
	Asian	11,691	2.1%	737	7.0%
	Native Hawaiian or Pacific Islander	400	0.1%	0	0.0%
	Other Race	13,535	2.4%	800	7.6%
	Two or More Races	12,417	2.2%	193	1.8%
	Hispanic or Latino	25,597	4.5%	1,306	12.4%
<b>Age</b>	Less than 18	126,409	22.2%	2,330	22.2%
	18-64	379,939	66.7%	6,784	64.5%
	Greater than 64	63,543	11.2%	1,400	13.3%
<b>Housing Units</b>	Total	252,977	n/a	4,649	n/a
	Owner Occupied	131,384	55.3%	2,415	54.9%
	Renter Occupied	106,021	44.7%	1,985	45.1%
	Occupied	237,405	93.8%	4,400	94.6%
	Vacant	15,572	6.2%	249	5.4%
<b>Travel</b>	Mean Travel Time to Work (min)	22.2	n/a	18.4	n/a
	Workers	285,980	n/a	5,054	n/a
	Drove Alone	225,060	78.7%	3,750	74.2%
	Carpooled	38,111	13.3%	976	19.3%
	Public Transportation	5,038	1.8%	56	1.1%
	Walked or Worked from Home	15,546	5.4%	246	4.9%
	Other	2,225	0.8%	26	0.5%
	<b>Income</b>	Median Household Income	\$39,797	n/a	n/a
Per Capita Income		\$22,684	n/a	\$15,633	n/a
<b>Education</b>	Population 25 years and over	377,734	n/a	7,059	n/a
	Less than 9th grade	20,486	5.4%	872	12.4%
	9th to 12th grade, No Diploma	48,152	12.7%	1,421	20.1%
	High School Graduate (includes equivalency)	94,268	25.0%	2,282	32.3%
	Some College, No Degree	81,327	21.5%	1,340	19.0%
	Associate Degree	18,356	4.9%	301	4.3%
	Bachelor's Degree	75,948	20.1%	554	7.8%
<b>Employment</b>	Graduate or Professional Degree	39,197	10.4%	289	4.1%
	Population 16 Years and Over	456,655	n/a	8,417	n/a
	In Labor Force	307,653	n/a	5,448	64.7%
	Civilian Labor Force	307,250	99.9%	5,448	100.0%
	Employed	291,283	94.7%	5,176	95.0%
	Unemployed (actively seeking employment)	15,967	5.2%	272	5.0%
	Armed Forces	403	0.1%	0	0.0%
	Not in Labor Force	149,002	32.6%	2,969	35.3%

## Community Input

On June 18<sup>th</sup>, Planning staff held a Visioning Workshop at New Song Church to discuss issues and ideas regarding the Nolensville Corridor's land use, streets and circulation system, transit, parking, and building types and placement. Participants recorded their ideas on aerial photographs of the Nolensville Corridor. The staff used this information to develop a vision statement with goals and objectives along with detailed land use plans for the Nolensville Pike Corridor. Some common themes heard at the Visioning Workshop included improving the appearance and mix of businesses along Nolensville Pike, creating more pedestrian connections and destinations, preserving the character of residential neighborhoods, and the importance of preserving trees and including more landscaping as development occurs.

The vision statement, goals, objectives and the land use plans were further refined at an additional community meeting on July 10<sup>th</sup> and then presented again to the community on July 31<sup>st</sup> for more fine-tuning before being crafted into a final draft plan that was presented to the community at an open house meeting in October 2007.



Participants at the Community Meetings

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# Exploring Alternatives

After researching the Nolensville Corridor through an in-depth study of the existing and past conditions of the area and meeting with area stakeholders, Planning staff began the second phase of plan development: entertaining ideas and exploring alternatives for growth. Staff created conceptual land use plans, focusing on the development of “walkable centers” along Nolensville Pike with uses that cater to the surrounding neighborhoods. Walkable centers seek to achieve the community’s goals of concentrating mixed use development at key intersections and buffering established residential areas from higher intensity uses.

The Planning Department staff used the comments and discussion from the June 18<sup>th</sup> Visioning Workshop to develop a Concept Plan that provides a graphic representation of the vision and shapes that vision into a Detailed Land Use Policy Plan.

## How to Use this DNDP

The purpose of this Detailed Neighborhood Design Plan (DNDP) is to outline comprehensive and integrated planning solutions intended to achieve the community’s vision and guiding principles.

The creation of community includes the interaction of many elements, including land use, urban design, public services and facilities, and infrastructure. Great places are established where those elements are balanced and supportive of each other. In other words, the land use pattern is supported by the scale, character and massing of the buildings; the buildings form a sense of place; the transportation systems support and enhance the development framework; public services, facilities, and civic activities are at the level necessary to serve the community demands; and parks, greenways, street furniture, and other elements are present to provide a supportive foundation for the level of development expected of the place.

Within this balanced and supportive environment, neighborhoods and community centers function within the larger context of regional forces and networks. Of particular note are regional economic, open space, environmental, and transportation networks.

DNDPs are used in the same way as the Community Plan. The community, the Planning Department, the Planning Commission, and Metro Council use the plan as a starting point to discuss public and private investment in the area, including

proposed zone changes, subdivisions and public investments (including roads). Once adopted, the DNDP serves as the primary guide for the neighborhood’s development. In the section below, any topic that is **bolded** is a section of the DNDP that you can refer to for more information.

In creating the DNDP, initial conversations with the community establish the direction of the plan, described through specific goals and an overall **Vision Statement** and **Concept Plan** for the neighborhood that can be achieved by following the DNDP. Development Scenarios and perspectives illustrate how development in the neighborhood might occur, and these are provided in the chapter **Designing a Solution**. These and land uses policies help the neighborhood consider how the land uses should be distributed in the neighborhood and what development should look like. To help us think about all the elements of the neighborhood, goals and objectives are outlined in two broad categories: **Land Use Goals and Objectives** and **Systems Goals and Objectives**.

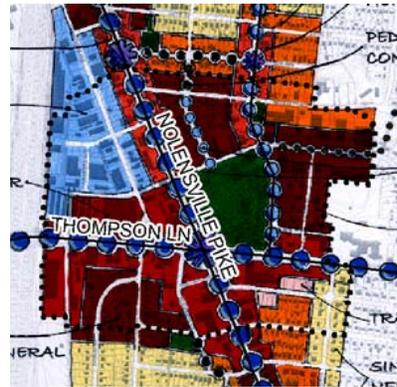
The objectives in **Systems Goals and Objectives** focus on elements that make up the framework for development – circulation for vehicles, transit, pedestrians, and bicyclists as well as landscaping and signs. **Land Use Goals and Objectives** sets objectives for development of parks, different types of residential, neighborhood uses and more intense mixed use, commercial and office.

The final products of the DNDP are the **Detailed Land Use Plan** and the **Building Regulating Plan**. These plans must be used together. The **Detailed Land Use Plan** summarizes which land uses are allowed in which parts of the neighborhood. The **Building Regulating Plan** describes the appropriate building type and intensity for development in each subdistrict through analysis of actual building locations and lot patterns. Taken together, these plans provide detailed guidance for future zoning and design to achieve the vision of the community. Once officially adopted, development requests within the DNDP should be accompanied by a site plan such as a planned unit development, urban design overlay, or a specific plan, to ensure that the community vision is achieved. Both the Detailed Land Use Plan and the Building Regulating Plan have their beginnings with the work done in the South Nashville Community Plan with the Transect, a system for classifying land based on the intensity and character of its natural and built environment (see the South Nashville Community Plan for more details).

**Figure 14:  
Interpreting the Maps**



From Land Use Policy Plan . . .



To Concept Plan . . .



To Detailed Land Use Policy Plan . . .



To Building  
Regulating Plan . . .

### Interpreting the Maps

The Nolensville Corridor DNDP has many maps including the Concept Plan, the Land Use Policy Plan, the Detailed Land Use Policy, and the Building Regulating Plan. An example of the progression from general to specific maps is shown above. This demonstrates the steps involved in refining the land use policy for each neighborhood to achieve the guiding principles.

The Land Use Policy Plan map, which was developed during the South Nashville Community Plan Update process displays the broad level land use policies. Recall that the land use policies guide decisions on the future use of land within the DNDP. While not displayed in this document, the Land Use Policy Plan is the main product of the South Nashville Community Plan and is the basis for developing the more detailed land use policies.

The Concept Plan map provides the grand vision for the Nolensville Corridor. The Concept Plan map contains the vision for how current land uses should

transition, over time, into the land uses envisioned by the community. Although the South Nashville Community Plan is designed as a seven to ten year plan, the Concept Plan for the Nolensville Corridor is a much longer range plan and may not be fully realized in the next seven to ten years.

The Detailed Land Use Policy map, which is created during the Detailed Neighborhood Design Plan process, further refines the Land Use Policy Plan map to more specific land uses, types and intensities of development and patterns of development. This map describes “what” can be developed.

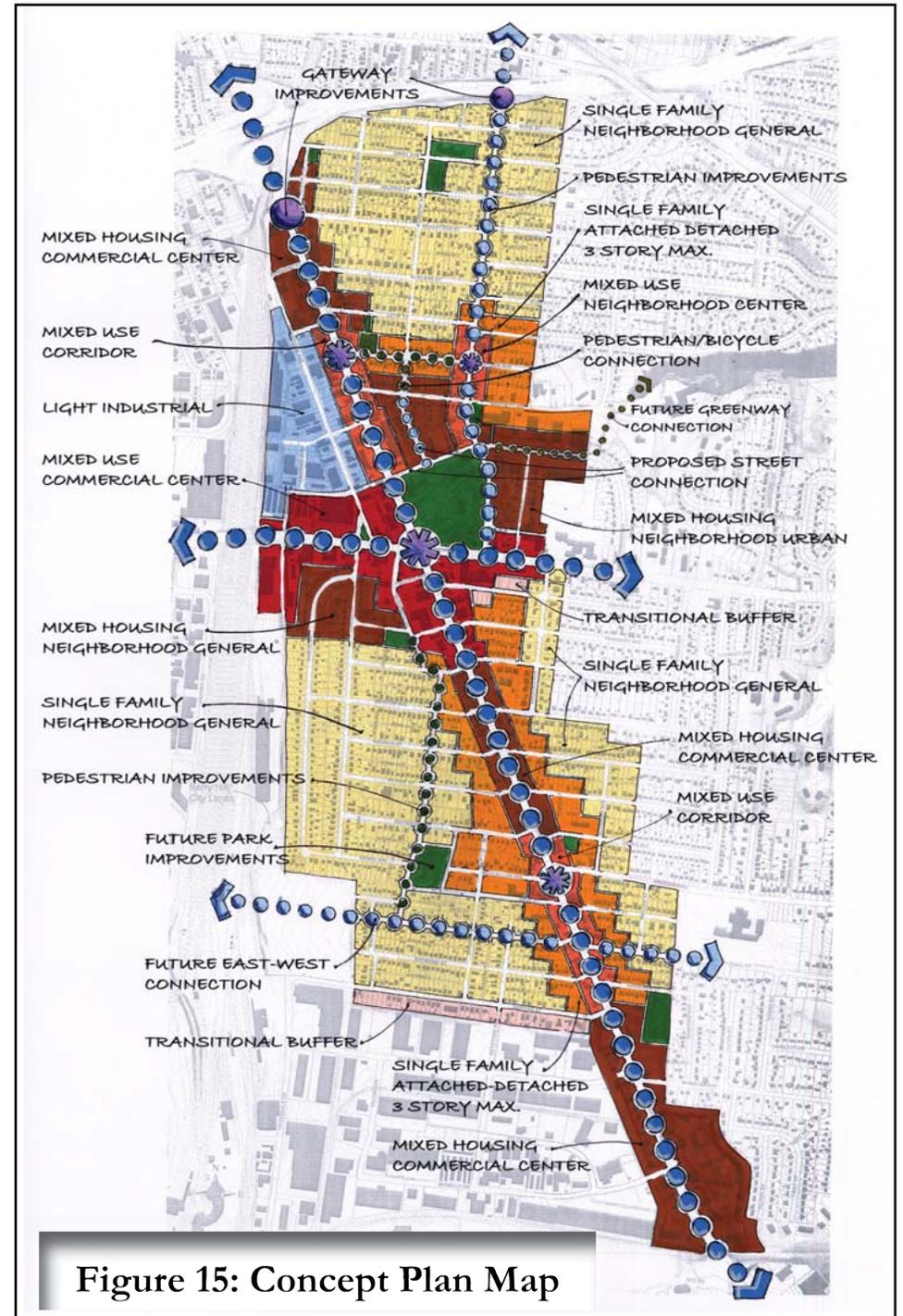
The Building Regulating Plan map describes “how” the various properties should be developed. The Building Regulating Plan map describes how, on a parcel-by-parcel basis, the guiding principles for the Nolensville Corridor are to be implemented on the ground through specific tools and guidelines.

## Concept Plan and Community Vision

This section begins with the Concept Plan for the Nolensville Pike Corridor. The Concept Plan outlines the appropriate location of particular land uses. The Concept Plan also provides recommendations for street and pedestrian connectivity, for streetscape enhancement, and for parking and access. The Concept Plan is a broad graphic representation of the community's vision. It is summarized on the following page and discussed in more detail in the remainder of this chapter.

## Vision Statement

**The Nolensville Pike Corridor will be more than a thoroughfare, serving as a vital, attractive, and walkable community, with a mix of shopping, eating, entertainment, and employment choices with defined centers and multiple housing options.**



## Corridor Plan Summary

The Nolensville Pike Corridor has tremendous potential to grow new investment. The Corridor is attractive based on its proximity to Downtown and other destinations, access to Interstates, its rich history, and its diversity. This plan strives to achieve the Nolensville Corridor's potential by applying the community's vision to shape the Corridor into a walkable community with a mix of shopping, eating, entertainment, residential and employment opportunities.

There are many challenges to creating a land use pattern that caters to the needs of surrounding neighborhoods along a fully-developed Corridor, instead of solely serving through traffic. One of the major challenges in this case is the amount, type, and proximity of commercial and residential zoning. Although this is an urban area close to Downtown, the majority of residential property in this area is zoned for detached single-family houses. On the other hand, a majority of the commercial property is zoned for intensive commercial uses that serve a relatively wide market area, promoting automobile access.

The domination of the residential market by detached single-family houses works against the community's goal of creating a walkable community because there are not enough residences in walking distance to support walkable centers. The community noted, however, a commitment to preserving their existing neighborhoods. One way to protect existing established residential areas from more intense mixed uses is to provide a transition land use between these areas and single-family areas while also providing residences for more consumers to support improved commercial. In strategic locations, this plan proposes a transition of higher density residential development, referred to as Mixed Housing policy. In other areas, where the Mixed Use policy is less intense, a transition land use is provided with Single-Family Attached and Detached policy which allows for townhouse and cottages in addition to single-family homes.

The Mixed Housing policy areas, comprised of stacked flats, townhouses, and small residential lots, provides for the housing needs of a diverse population. Providing diverse housing types allows individuals to relocate within the same community as their needs and circumstances change. The land use policy within this plan allows for development that enables a person to grow up in a detached single-family house on a half-acre lot, rent a flat above a shop on Nolensville Pike or live in a garden apartment during college, buy a townhouse as a single professional, move into a small two-bedroom house after getting married, buy a larger house on a large lot when starting a family, and retire into a townhouse that

requires no lawn maintenance. This can all be done within the same neighborhood if the proposed plan is realized, and can all be done within walking distance of a mixed-use center that provides shopping and entertainment needs, such as the one at Nolensville Pike and Thompson Lane.

The provision of diverse housing types also creates more opportunities for uses within the mixed use centers that serve the needs of surrounding neighborhoods, such as cafes, coffee shops, boutiques, and clothing stores. Currently, some businesses would argue it is not viable for them to locate here because there are not enough people living in the area to support their businesses. The existing zoning along Nolensville Pike is a reflection of this fact. As mentioned previously, predominate commercial zoning in the area is intended to serve people who are passing through the area in autos rather than people who actually live here. The result has been the development of fast food restaurants, gas stations, and commercial strip centers instead of those uses that reflect the wishes of the community.

In addition, providing more housing opportunities will help achieve the community's desire to enhance the pedestrian environment and increase transit and bicycle usage. The DNNDP calls for new housing development in the area and new investment along Nolensville Pike to include the construction of sidewalks. These sidewalks will assist those living in existing residential areas to walk to retail centers, to parks and to work. Finally, as the number of people that infrastructure improvements will serve increases, most likely so will this area's priority rating for sidewalks, bikeways, trails, transit and streetscape improvements.

This plan strives to realize the Nolensville Pike Corridor's potential and the community's vision of creating a Corridor containing uses that serve the surrounding neighborhoods rather than people passing through these neighborhoods. The recommendations within the plan should be followed to create complete neighborhoods with a diverse mixture of housing, shops, offices and parks that fulfill the basic needs of people living within the community. Examples are provided of how this development might look along Thompson Lane at the intersection of Nolensville Pike and along Nolensville Pike at the intersection with Antioch Pike. The concept of creating "walkable centers" along Nolensville Pike should make transit a viable alternative to the automobile, offer new housing options, strengthen existing neighborhoods, provide new jobs, and create retail areas that help define the identified communities.

## Guiding Principles

The Nolensville Pike Corridor Detailed Neighborhood Design Plan (DNNDP) is an integrated systems approach to planning which provides strategies for land uses proposed along the Corridor and the systems that support them, such as open space and transportation. Each land use policy (open space, residential, mixed use, industrial, etc.) should be appropriately matched with its supportive system (bicycle and pedestrian system, vehicular transportation system, signage system, etc.) in order to create the proper character for areas along the Nolensville Pike Corridor. This plan considers not just the physical right-of-way of Nolensville Pike, but also the properties along the roadway. By looking beyond the public right-of-way, it is possible to understand the historic, scenic, natural features and built environment of the area, evaluate the existing land use and supportive systems, and provide broad recommendations regarding future development along Nolensville Pike and the surrounding neighborhoods. The overriding goal of the plan is to develop “walkable centers” along Nolensville Pike with uses that cater to the surrounding neighborhoods. These goals and objectives were created by the neighborhood and are a plan for neighborhood-led action.



Crosswalk in Downtown Woodbine



Wide Sidewalk with Planter and Bench



Outdoor Dining along Walkable Street



House in the Area

## Land Use Goals and Objectives

These land use goals and objectives are described further and additional details are provided about design and building types within the different detailed land use policy categories in the Building Regulating Plan section in the Realizing the Vision chapter. **The following provide the overarching goals surrounding the land use categories and are to be used in conjunction with those goals and objectives found in the Systems Goals and Objectives section and the Building Regulating Plan section.**

## Parks and Open Space

A major goal of the Metro Parks and Greenways Master Plan is to provide green space and recreational opportunities to better serve neighborhoods. Care should be taken to protect natural habitats and natural features. These protected parks and open spaces should be incorporated into walkable centers in order to create a unique character for the community. As the Parks Master Plan points out, preserving these natural features provides a place for people to move and play, cleans the air and water, nurtures wildlife, and connects people to nature. This plan strives to implement the Parks Master Plan by proposing to protect and enhance valuable open spaces along the Nolensville Corridor.

**Goal 1: To preserve and enhance parks and open space.**

### Objectives:

- 1.1 Provide parks of varying sizes and functions that meet the needs of area residents.
- 1.2 Provide a diversity of facilities to meet the needs of neighborhood residents.
- 1.3 Improve pedestrian connections to the parks, including additional sidewalks and crosswalks.
- 1.4 Make Radnor Reservoir into a neighborhood park. Include a pedestrian connection at the end of Meade that ties this park to the park behind New Song Church.
- 1.5 Improve the park at Burbank and Oriel.
- 1.6 Consider a dog park as a component of Coleman Park if appropriate.
- 1.7 Connect Burbank Avenue to Coleman Park with a pedestrian connection as shown on the Concept Plan.



Centennial Park Playground: Nashville, TN



Shelby Bottoms Park: Nashville, TN



Picnic at Centennial Park: Nashville, TN

## Civic Uses

Civic uses such as libraries, post offices, police and fire stations, and community centers are necessary to create vibrant, successful walkable centers. Public buildings should be situated on prominent sites in walkable centers. Civic structures should convey a sense of prominence and importance. Entrances to civic building should face public streets and terminate vistas. The importance of major public buildings should be enhanced through height, massing, materials and articulation.

Elementary schools and community buildings associated with parks may also be in walkable centers. These uses should be located in walkable centers with easy access from neighboring residences and the core area. Existing civic uses should be maintained within walkable centers, and new civic sites should be oriented toward potential public park spaces when possible. These civic uses and structures will contribute to the success of the walkable centers by increasing activity and by creating a strong sense of community and identity.

**Goal 1: To create and maintain a civic identity and focus within walkable centers.**

### Objectives:

- 1.1 **Preserve and enhance existing civic buildings within walkable centers, such as the Coleman Park Community Center and the Library, to make them focal points for the community.**
- 1.2 **Orient existing and proposed public buildings toward public rights-of-way and activity centers.**
- 1.3 **Create additional opportunities for civic buildings and gathering places. Civic buildings may include elementary schools or facilities associated with open spaces, and gathering places may include pavilions, amphitheaters, or picnic areas associated with public parks.**
- 1.4 **Civic buildings may be designed differently within the streetscape, with regards to setbacks and heights, in an effort to distinguish them from other buildings. However, entrances should face the street to create a lively streetscape.**



Cole Auditorium: Woodbine Neighborhood



St. Patrick's Church: Chestnut Hill Neighborhood



New Song Church (former Turner School): Radnor Neighborhood

## Residential Areas

A variety of housing is encouraged within the walkable centers. Housing types within the various policy areas include live/work units, townhouses, townhouse courts, cottages, cottage courts, stacked flats or courtyard flats. Examples of these housing types are illustrated to the right.

By providing a variety of housing types, the needs of varied age and income groups are more easily accommodated within the walkable centers, and the diversity of residents prized by the community is maintained.

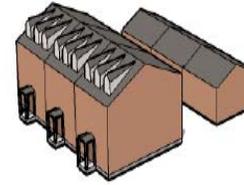
The most intense residential uses should occur within mixed use buildings at the core of the walkable centers. This will house more people in close proximity to places to shop and work. Also, this will ensure activity at the core, increase the chances for retail success, add more “eyes on the street” for public safety and provide more potential riders for transit, which will benefit the entire community.

Residential uses should become less intense as they move away from the core of walkable centers. Townhouses, stacked flats, and courtyard flats should be prominent just outside of walkable center cores. Along the edges of walkable centers, as the center transitions into the surrounding residential neighborhoods, detached single-family houses should dominate.

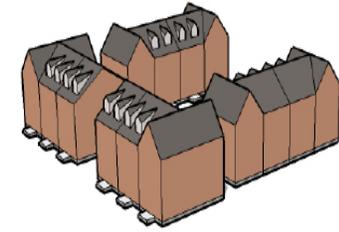
**Goal 1: To provide for housing diversity while also protecting existing, stable residential areas from more intense non-residential uses.**

### Objectives:

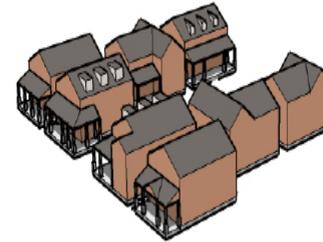
- 1.1 Provide a mix of housing types such as cottages, townhouses, stacked flats, and courtyard flats, in selected areas along the Corridor. These areas are fully described in the Designing a Solution and Realizing a Vision chapters of this document.
- 1.2 Decrease the intensity of uses on properties as they become farther from the core of the walkable, mixed use centers.
- 1.3 At the transition between higher-intensity centers and residential neighborhoods, special attention should be paid to massing, height, lighting and buffering to ensure preservation of the existing residential character of the neighborhood.



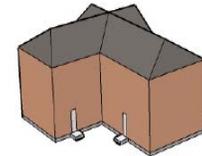
Townhouses Example



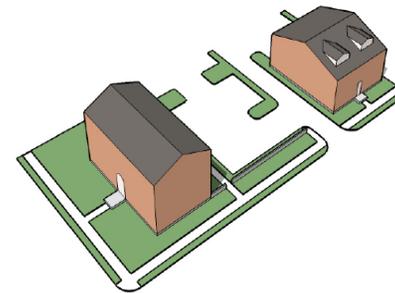
Townhouse Courts Example



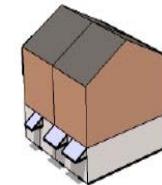
Cottage Courts Example



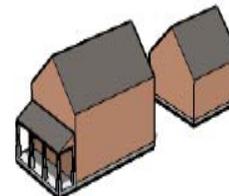
Courtyard Flats Example



Flats Example



Live Work Example



Single-Family House Example

## Mixed Use Areas

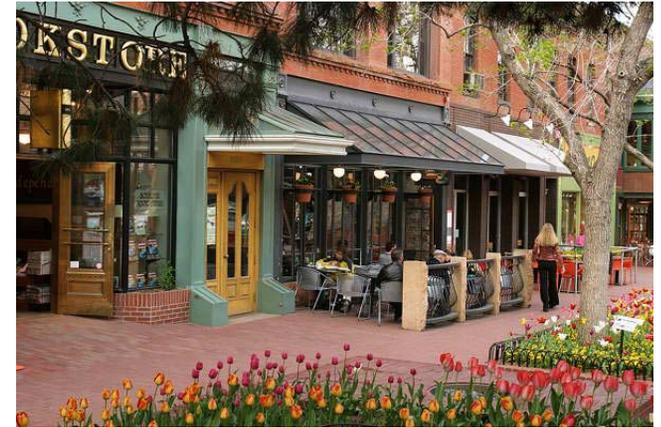
Appropriate commercial uses within mixed use areas are those that will satisfy the daily needs of the surrounding neighborhoods. These uses may include, but are not limited to, restaurants, retail shops, offices, service-oriented businesses and entertainment facilities.

Mixed use buildings with upper-floor office and residential uses above commercial uses increase the vitality and round-the-clock nature of walkable center cores. Providing retail uses in close proximity to residential uses will permit residents and workers to walk or bicycle to receive basic goods and services. Residential uses also allow 24-hour surveillance of streets, buildings and public gathering spaces located at the core of walkable centers to enhance safety in these areas.

**Goal 1: To establish walkable centers that act as hubs of daily activity for people who live on the Corridor or in surrounding neighborhoods and/or work along the Corridor.**

### Objectives:

- 1.1 Encourage redevelopment of strip malls into mixed use centers with retail or office on the lower floor and residential uses on the upper floors.
- 1.2 Rehab historic buildings when appropriate to contribute to the streetscape and maintain the historical character of the area.
- 1.3 Discourage auto-oriented uses near neighborhoods.
- 1.4 Encourage buildings that are more pedestrian-friendly with uses that cater to the neighborhoods.
- 1.5 Locate buildings close to the street in order to frame the street and create a comfortable and interesting pedestrian environment.
- 1.6 Locate primary entrances on the street, provide wide sidewalks, and parking behind or beside the building to avoid pedestrian and auto conflicts.
- 1.7 Create a unique sense of place by constructing buildings of the appropriate scale, with proper orientation and architectural detailing.
- 1.8 Construct buildings of durable materials that reflect permanence and a traditional “Main Street” character.
- 1.9 Provide public gathering spaces, such as landscaped areas or plazas, within the cores of walkable centers.



Pedestrian Mall: Boulder, CO



Mixed Use Buildings with Outdoor Dining



Active Mixed Use Street

## Systems Goals and Objectives

### Pedestrian and Bicycle Circulation

Comfortable, safe, convenient pedestrian movement is vital to the success of walkable centers. A continuous sidewalk system is necessary in order to provide comfortable and direct access to the retail areas at the core of walkable centers. Safe pedestrian crossings should be incorporated at major intersections along Nolensville Pike and Thompson Lane in order to ease pedestrian movement across the arterials. A complete pedestrian circulation system paired with the creation of walkable centers will help to replace short auto trips by neighbors with walking and encourage the use of transit.

Pedestrian amenities are essential for creating lively public spaces. Pedestrian amenities such as benches, trash receptacles and bicycle racks should be strategically located within walkable centers. Pedestrian amenities are necessary in order to encourage walking and the use of bicycles as alternative modes of transportation to access work, shopping and recreation.

Bicycling can also be an alternative to driving when planned in coordination with walkable centers. A complete system of bikeways and greenways should be planned in order to link people to work, retail centers, parks and open spaces, and schools and community activity centers. A hierarchy of bikeways consisting of designated on-street bikelanes and marked shared-use bicycle routes is encouraged.

**Goal 1: To encourage walking as a primary mode of transportation by building additional sidewalks, making sidewalks safer, pleasant and more comfortable for pedestrians.**

#### Objectives:

- 1.1 Construct new sidewalks where gaps exist in the current sidewalk system.
- 1.2 Maintain and/or improve existing sidewalks and crosswalks.
- 1.3 Install crosswalks at major intersections where side streets intersect Nolensville Pike and Thompson Lane, similar to those that have been constructed as part of the Woodbine streetscape improvements, to improve pedestrian safety.
- 1.4 At intersections with high pedestrian volumes, utilize pedestrian countdown signals to more safely guide pedestrians in crossing situations.

- 1.5 Where appropriate provide curb extensions (bulb-outs) to reduce pedestrian crossing distance at major intersections.
- 1.6 Create a clear separation between pedestrians and automobiles along Nolensville Pike and Thompson Lane by providing street trees, planting strips or other buffers as appropriate.
- 1.7 Provide roadway medians as appropriate to allow for a “safe haven” for pedestrians crossing Nolensville Pike.
- 1.8 Install appropriately wide sidewalks, with street trees, benches, seat walls, trash receptacles and other pedestrian amenities within mixed use centers to create a comfortable place for pedestrians. “Street furniture” and other amenities should be commonly themed to create a sense of place and character in the walkable centers.
- 1.9 Locate buildings at the back of the sidewalk to frame the street and create a pedestrian-friendly environment at mixed use centers.



Metro Center Greenway: Nashville, TN



Downtown Greenway: Nashville, TN



Bicycles Along Greenway: Nashville, TN

**Goal 2: To make bicycling a viable alternative to the automobile for traveling through and within the Nolensville Pike Corridor.**

**Objectives:**

- 2.1 Implement the Metro Bike and Pedestrian Plan by providing bike lanes on Nolensville Pike and McCall Street.**
- 2.2 Update the Bike and Pedestrian Plan by designating Foster Avenue as a bikeway.**
- 2.3 Provide adequate bicycle parking at public and civic buildings. Bicycle parking should also be provided at mixed use centers as they redevelop.**



Bike Lane with Street Trees, Lighting and Landscaping

## **Vehicular Circulation**

A network of connector streets and sidewalks designed to accommodate bicycle and pedestrian traffic is essential in order to provide linkages from neighborhoods into walkable centers without requiring the use of Nolensville Pike or limiting visitors to the center to driving. Streets should be inter-connected to offer alternative routes through neighborhoods and to retail, civic and recreational destinations.

Streets within the mixed use areas of walkable centers should be designed to move traffic at slower, safe speeds while steadily moving traffic and creating pedestrian-oriented “Main Streets.” Main Streets are designed to allow pedestrians to walk comfortably on sidewalks that are sheltered by street trees, building entries and parallel parking. Pedestrian, bicycle, parking and automobile circulation systems that already exist on properties along Nolensville Pike should be redesigned as they redevelop in order to encourage pedestrian and bicycle access between uses, public spaces and adjacent neighborhoods. It is important that Nolensville Pike should efficiently convey traffic, but a balance should be sought between the vehicle and the pedestrian at the core of the appropriate walkable centers.

**Goal 1: To create a street and sidewalk network that allows pedestrians, bicycles and autos to easily, comfortably and safely move along the Corridor and within, between and through the Woodbine, Glencliff and Radnor Neighborhoods.**

**Objectives:**

- 1.1 Clean up and maintain existing streets and alleys in the area. Work with Public Work’s Alley Maintenance Program to regularly maintain the alleys.**
- 1.2 Increase internal circulation within existing commercial areas and future new development.**
- 1.3 Limit private curb cuts and driveways, and encourage the use of local streets and alleyways for short trips.**
- 1.4 Enforce the Zoning Code’s minimum spacing standards for curb cuts (Code 17.20.160; 17.20.170) for properties along the Corridor.**
- 1.5 Restrict the width of access points to enhance driver and pedestrian safety.**
- 1.6 Require shared access drives for adjacent parcels or groups of parcels.**

- 1.7 Reduce neighborhood speeding problems by implementing appropriate traffic control and traffic calming devices within neighborhoods.
- 1.8 Design streets through neighborhood centers (not located along Nolensville Pike or Thompson Lane) with traffic calming elements such as pedestrian bulb-outs, on-street parking and textured crosswalks.
- 1.9 Explore better connections around Coleman Park as illustrated on the Concept Plan, including constructing a new east-west street north of Coleman Park, linking to Foster Avenue as redevelopment occurs.

Large Street Trees:  
Savannah, GA



Pleasant Streetscape with Landscaped Median, Street Trees and Sidewalks

## Transit

As walkable centers and more intense residential develop along the Nolensville Pike Corridor, transit can support higher intensity development (residential, office, commercial) while reducing air and water pollution. Transit can increase mobility options for residents and employees. Convenient, accessible transit stops should be located within each walkable center.

In addition to the economic and environmental benefits provided by transit, it also serves an important social role. Transit provides a vital link for transit-dependent riders and offers a mobility choice to all citizens. Citizens with disabilities and senior citizens are able to remain actively involved in the community because of transit. Transit is also an essential transportation option that benefits public programs and community services.

High-quality, efficient transit services will play a vital role in the success of creating new walkable centers of activity along Nolensville Pike. Transit stops should be focal points within walkable centers. They should be centrally located and highly visible along Nolensville Pike.

**Goal 1: To provide mobility options for the entire community.**

### Objectives:

- 1.1 **Implement Metro Transit Authority’s “5 Year Service Improvement Plan” to make transit safe, efficient, and convenient.**
- 1.2 **Maintain and enhance existing bus routes.**
- 1.3 **Ensure transit stops with appropriate spacing between bus stop locations (1,000 to 1,500 feet apart) along Nolensville Pike and Thompson Lane as properties redevelop into mixed use destinations. Bus stop spacing is important for balancing passenger accessibility with maintaining reliable travel times for the larger bus line network.**
- 1.4 **Transit stops should include appropriate lighting, comfortable seating and shelter from inclement weather.**
- 1.5 **Make bus stops visible and accessible focal points within centers.**



Bus Shelter: Portland, OR

## Parking and Access

Free and plentiful parking is key to the success of conventional “strip” commercial development. Unfortunately, parking lots along arterial streets with commercial strip buildings reduce pedestrian activity because pedestrians do not feel safe walking along developments with multiple auto access points or continuous curb cuts. Every development along the arterial typically provides for all of its parking needs on its own site in the form of large lots located between buildings and the roadway. The result is a “sea” of parking that is unsafe for pedestrians.

The establishment of walkable centers along Nolensville Pike will create an opportunity to restructure the retail strip center and locate parking lots behind buildings or in the interior of the block whenever possible. Shared and priced, on-street parking facilities should be explored in order to meet the demands of a mixture of uses with differing peak use times.

Access management guidelines (determining where autos enter and exit development) help to make areas like the Nolensville Pike Corridor safer, more convenient, and more attractive to pedestrians and bicyclists. Access management guidelines should be developed for Nolensville Pike that would allow access to properties, while preserving the function of the roadway. Safety, capacity and reliable traffic speeds on Nolensville Pike could be maintained by implementing access management controls. Moving autos should be balanced, however, with creating safe and comfortable pedestrian environments.

**Goal 1: To use access management to create a safe, convenient and attractive roadway system for pedestrians, bicyclists and motorists.**

### Objectives:

- 1.1 **Develop access management guidelines for Nolensville Pike and Thompson Lane in order to make travel safer for all modes, improve the appearance of the Corridor, reduce traffic delay and congestion and improve roadway safety conditions.**
- 1.2 **Improve the alley network throughout the neighborhood through paving, appropriate lighting and cleaning and maintenance.**
- 1.3 **Limit the width and number of parking accesses from local streets to minimize interruptions to the sidewalk network.**



Pedestrian Access Provided by Sidewalks and Well-Defined Crosswalk



Parking Wayfinding and Pedestrian-Scaled Lighting

**Goal 2: To provide parking that does not diminish the pedestrian environment.**

**Objectives:**

- 2.1 Locate parking preferably behind, but at the very least beside structures.
- 2.2 Create well-defined sidewalks and cross-access that permit pedestrians to park once and move safely and comfortably from their vehicles into buildings.
- 2.3 Develop shared parking plans for developments with different peak parking demands and operating hours to minimize the total amount of parking spaces needed along the Corridor.
- 2.5 Provide cross-access between buildings and developments to minimize street curb cuts.
- 2.6 Parking needs to be screened with landscaping or low masonry walls.



Screened Parking along Sidewalk



Masonry Wall along Sidewalk to Screen Parking



A Well-Landscaped Parking Lot

## Landscaping and Buffering

Landscaping is one of the most important components of the streetscape, creating a comfortable place to walk, bike and drive. A system of landscaping should be implemented along Nolensville Pike in order to provide visual relief and to provide continuity and character throughout the area. Street trees should be planted along all public streets in order to provide shade and a sense of protection to pedestrians. Landscaping should also be added as needed in order to improve air quality, lessen the impact of stormwater and buffer incompatible land uses.

**Goal 1: To use landscaping to add value to the community and provide visual relief and a greater level of comfort for pedestrians.**

### Objectives:

**1.1 Protect existing trees to the greatest extent possible, and plant quality trees to replace trees that must be removed for development and utility maintenance.**

- 1.2 Plant street trees at neighborhood centers and along Nolensville Pike and Thompson Lane as properties redevelop. Street trees provide shade for residents and visitors, diminish noise, screen unwanted views, reduce glare, lessen air and water pollution, and create a sense of place. For these arterials, tree-lined streets provide orientation and contribute to the area's character.**
- 1.3 Plant trees, shrubs and groundcover in parking areas to break up large expanses of paving, to divide masses of parked cars, and to provide shade for pedestrians, bicyclists and automobiles.**
- 1.4 Include long-term maintenance provisions in landscaping and tree planting projects.**
- 1.5 Screen utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way with landscaping and/or well designed fencing.**
- 1.6 Screen surface parking lots that face a public right-of-way to minimize the visual impact of parked vehicles.**



Parking Area Improved with Landscaping and Buffering: Lake Oswego, OR

## Signage

A system of signage along Nolensville Pike should serve the dual purpose of providing information and direction for motorists and pedestrians, but also creating and maintaining community character. A good signage system provides a sense of place and local pride by incorporating details that are unique to the community.

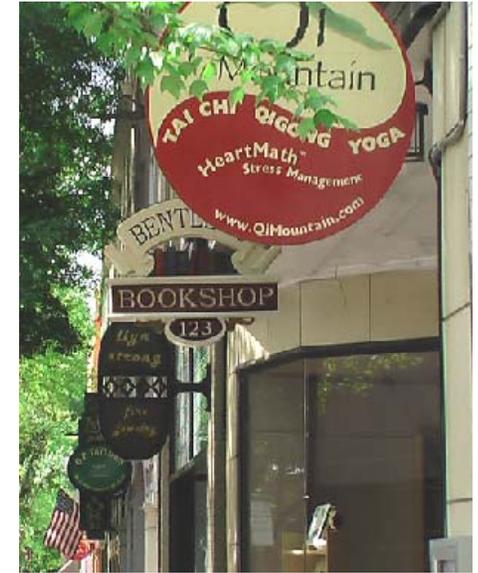
A system of signage should be developed for walkable centers that is appropriate for both pedestrians and motorists. Signage should be at a human scale in order to create a pleasant, attractive and comfortable environment for pedestrians. Signage that is intended for motorists should be simple and legible. All signage should be well designed and consistent throughout walkable centers.

Commercial signage is also an important component of having an attractive commercial corridor. These principles apply to signage for businesses as well.

**Goal 1: To let motorists, pedestrians and bicyclists know their location and assist them in finding their destinations.**

### Objectives:

- 1.1 Signage in the public right-of-way should be designed in a manner that is not distracting or overwhelming to the overall streetscape.
- 1.2 Develop a signage program that creates guidelines for signage to be used in the public right-of-way, including limiting the number and size of signs. This serves to establish an identity for the area while reducing “sign clutter” along the Corridor.
- 1.3 Use signs to clearly convey a message. Design signs with simple, straightforward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.
- 1.4 Design street and directional signage to be compatible in material, color, character and scale with other signage and area buildings.
- 1.5 Create signage that is appropriate in scale for motorists, as well as for pedestrians and bicyclists. Place and illuminate signs in a manner that is appropriate for creating and maintaining a pedestrian environment.
- 1.6 Signage may be located on the building façade, attached to the façade overhanging the sidewalk, may be part of an awning above ground floor windows or may be monument signs. Pole-mounted signs are discouraged. Backlit and internally lit signs are discouraged.



Signage Contributing to Pleasant Streetscape



## Lighting and Utilities

Lighting not only promotes a safe and comfortable environment, but it can also contribute to a neighborhood's identity and create a unique sense of place. A lighting plan should be developed for the Nolensville Pike Corridor that focuses on pedestrian-scale lighting. Lighting can be designed for safe vehicular movement, without compromising the pedestrian environment. Lighting should enhance the overall appearance of the Nolensville Pike Corridor and should be coordinated with buildings, signage, landscaping and pedestrian amenities.

In addition to signage, there is also visual clutter from the above ground utilities. As development occurs, an emphasis on underground electric facilities should be pursued. In addition, any publicly-led opportunity to underground utilities beyond private investment should be seized. Where underground utilities are not feasible, efforts should be made to place power and communication lines in the alley network.

**Goal 1: To utilize lighting to promote safe, 24-hour bicycle, pedestrian and vehicular movement throughout the Corridor area.**

### Objectives:

- 1.1 Develop a lighting plan that builds upon existing lighting in the area and is appropriate in function and scale for pedestrians, bicyclists and motorists.
- 1.2 Select light fixtures for walkable centers that are coordinated with the architecture, signage, landscaping and pedestrian amenities to create a sense of place.
- 1.3 When non-residential development is adjacent to residential development, the lighting on non-residential development should be scaled and directed so as not to intrude on residential development.

**Goal 2: To improve the streetscape design by reducing the number of overhead wires and utility poles along the sidewalks and public right-of-way.**

- 2.1 As properties redevelop, locate overhead utilities in alleys or underground within mixed use centers.



Pedestrian-Scaled Street Lighting and Nice Landscaping



Shelby Pedestrian Bridge:  
Nashville, TN



Lighting: Lynnwood, WA

## Gateways

The Nolensville Pike Corridor community should have an identifiable entrance along Nolensville Pike. The entrance should be designed and developed in such a way that it creates a good first impression in visitors, guests and neighbors as they enter the area. Visitors, residents and business owners should be rewarded with a sense of arrival and a positive, welcoming introduction as they enter the community.

Unified streetscape elements as mentioned in previous sections would provide consistency to the entrances and assist in creating a sense of transition into the unique Nolensville Corridor.

The Flatrock Community Association in the spring of 2007 painted a mural on the railroad bridge that crosses Nolensville Pike at the southern gateway of the Corridor area.

**Goal 1: To provide visitors with a sense of arrival at a signature entrance into this portion of the Nolensville Pike Corridor.**

**Objective:**

- 1.1 Utilize public art, landscaping, attractive lighting and monument signage at the northern entrance (at Peachtree Street) to this portion of Nolensville Pike in order to create a good first impression and develop a sense of pride for residents.**



Flatrock Community Mural



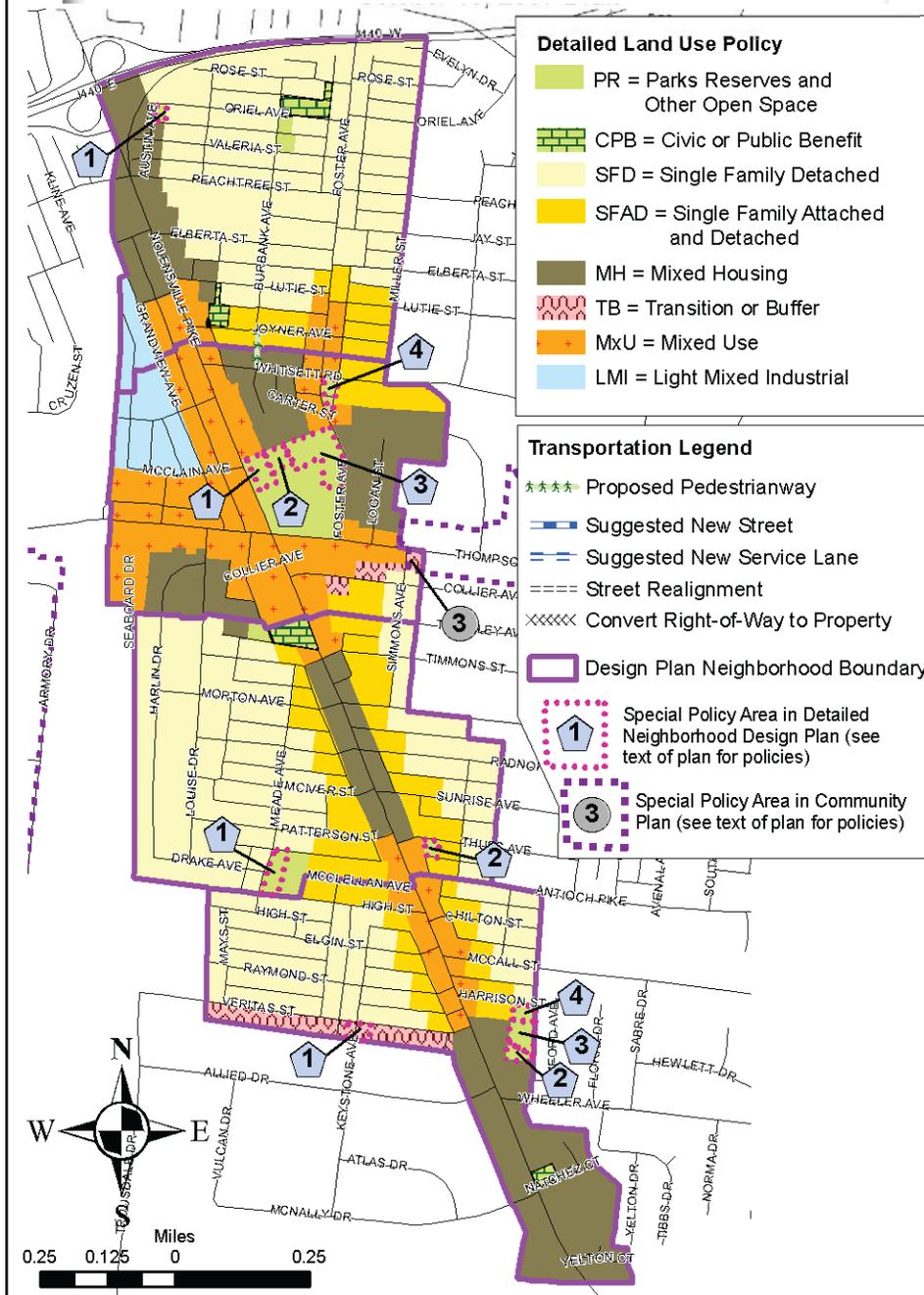
Fairhaven Gateway: Bellingham, WA



Public Art along Sidewalk: Louisville, KY

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**Figure 16: Detailed Land Use Policy Map**



## Designing a Solution

This section presents the Detailed Land Use Policy Plans for each of the four Planning Neighborhoods. The Detailed Land Use Policy provides further land use definition to the Concept Plan. The Detailed Land Use Plan illustrates the land use categories for individual parcels and guides the Planning Department staff in providing recommendations to the Planning Commission for future development proposals.

The Detailed Land Use Plan is intended to be used in conjunction with the Building Regulating Plan discussed in the next chapter. In addition, the Detailed Land Use Plan is accompanied by development scenarios and illustrative perspective drawings. These scenarios and perspectives show how development could occur over time, not the actual development pattern that is on the ground today. Developers interested in working in this area are encouraged to use the following plans, drawings and photographs in working with the Planning Department and the community to determine the appropriate location and character of all future development.

On July 31<sup>st</sup> Planning Staff held a meeting at New Song Church to present the draft plan containing the final vision statement with goals and objectives and the final walkable center concepts. Meeting participants provided comments on the plan that were incorporated into the final draft.

## Description of Detailed Land Use Policy Categories

The Detailed Land Use Policy categories applied within the Nolensville Pike Corridor neighborhoods are briefly described in this section. Just as the Land Use Policies are guided by the Transect, the Detailed Land Use Policies are as well. The character of development within the land use described in the Detailed Land Use Policy should be in conformity with the Transect category where it is located. For example, a single-family detached housing unit will have an orientation, mass, and scale that would differ between the T2 Rural Transect and the T4 Urban Transect categories. For complete descriptions of both the Detailed Land Use Policy categories and the Transect categories, see the Land Use Policy Application.

See the section of this plan entitled **Building Regulating Plan** for guidance regarding the types of buildings intended in each category, intensity, bulk, height, site design and regulations for implementing development. Activities supported in the “PR” and “CPB” policy categories are appropriate in all of the other policy categories, subject to scale, intensity and other zoning standards.

The detailed land use policy categories area as follows.

**Parks, Reserves and Other Open Space (PR).** This category, similar to the Structure Plan component, is reserved for open space intended for active and passive recreation, as well as buildings that support such open space.

**Civic or Public Benefit (CPB).** This category includes various public facilities including schools, libraries, and public service uses. It may also include non-public community services deemed to be significant by the community.

**Single-Family Detached (SFD).** This category includes single-family housing that varies based on the size of the lot. Detached houses are single units on a single lot (e.g. typical single-family house).

**Single-Family Attached and Detached (SFAD).** This category includes a mixture of single-family housing that varies based on the size of the lot and building placement on the lot. Detached houses are single units on a single lot (e.g. typical single-family house). Attached houses are single units that are attached to other single-family houses (e.g. townhouses).

**Mixed Housing (MH).** This category includes single-family and multifamily housing that varies based on lot size and building placement on the lot. Housing units may be attached or detached, but are not encouraged to be placed at random. In addition to residential uses, ground floor office and commercial activities are

appropriate in the areas designated “MH” that are within “Subdistrict 4” in the “Building Regulating Plan.”

**Transition or Buffer (TB).** This category is intended to provide transition from intense commercial or industrial activity to residential. Appropriate uses include residential and offices. Uses should be residential in overall scale, character, and function. Intensity of development should not exceed that allowed in the OR20 base zoning district. Planned Unit Development, Urban Design Overlay or Specific Plan zoning options should be required for any development to help regulate size, use, and compatibility. Note that this description of “TB” policy, rather than the one in Land Use Policy Application, is intended to apply in the Nolensville Pike Corridor Neighborhoods.

**Mixed Use (MxU).** This category includes buildings that are mixed horizontally and vertically. The latter is preferable in creating a more pedestrian-oriented streetscape. This category allows residential as well as commercial uses. Vertically mixed use buildings are encouraged to have shopping activities at street level and residential above.

**Light Mixed Industrial (LMI).** This category includes industrial uses such as manufacturing, distribution, warehousing, wholesaling, and storage allowed in the IWD zoning district, but not uses requiring the IR or IG districts. Commercial uses and offices are appropriate secondary activities.

### Special Policies Within the Woodbine North Neighborhood

The Woodbine North neighborhood contains one design plan special policy area, identified as #1 on the detailed land use plan map, as follows:

Design Plan Special Policy Area #1 – Proposed Austin/Oriel Avenue Corner Open Space. The alternate land use policy applicable to this area is “Single Family Detached in “Neighborhood General” (SFD in NG).

### Special Policies Within the Woodbine South Neighborhood

The Woodbine South neighborhood contains one community plan special policy area, identified as #3 on the detailed land use plan map; and four design plan special policy area, identified with a different symbol as #1 - #4 on the detailed land use plan map. They are as follows:

Community Plan Special Policy Area #3 – Thompson Lane Corridor: Simmons

Avenue to Mashburn Road Intersection. [repeat of policy in the South Nashville Community Plan: 2007 Update]

1. Land uses intended in the NG, RM and RLM policy areas include all types of residential development, community services customarily allowed in residentially zoned areas, and offices. Land uses intended in the NC policy area are those allowed in MUL zone district.
2. Maximum recommended intensity (floor to area ratio, the ratio of the square footage allowed in the building compared to the area of the property) is 0.80 in the NG and NC policy areas, 0.60 in the RM policy area, and 0.40 in the RLM policy area. Maximum recommended residential density is 20.0 units/acre in the NG and NC policy areas. The standard maximum densities are recommended for the RM policy area (9.0 units/acre) and the RLM policy area (4.0 units/acre.)
3. Maximum recommended height is 3 stories (up to 45 feet) throughout the special policy area.
4. Parcel and access consolidation and, to the extent practical, cross-access between abutting uses are encouraged to reduce and manage traffic along Thompson Lane. New development and redevelopment should be pedestrian-friendly. Buildings should be oriented toward and placed closer to Thompson Lane, with parking areas consolidated beside and/or behind the building.
5. Design-based zoning (i.e. SP, appropriate base district + PUD or UDO) is recommended wherever a zone change is necessary to allow the desired use to assure the intended type and design of development and the provision of any needed infrastructure improvements.

Design Plan Special Policy Area #1 – Part of Proposed Coleman Park Open Space Expansion. The alternate land use policy applicable to this area is “Mixed Use” in “Community Center” (MxU in CC).

Design Plan Special Policy Area #2 – Part of Proposed Coleman Park Open Space Expansion. The alternate land use policy applicable to this area is “Mixed Housing” in “Community Center” (MH in CC)

Design Plan Special Policy Area #3 – Part of Proposed Coleman Park Open Space Expansion. The alternate land use policy applicable to this area is “Mixed Housing” in “Neighborhood Urban” (MH in NU)

Design Plan Special Policy Area #4 – Proposed Whitsett Road/Foster Avenue Corner Open Space. The alternate land use policy applicable to this area is “Mixed Use” in “Neighborhood Center” (MxU in NC).

### **Special Policies Within the Radnor North Neighborhood**

The Radnor North neighborhood contains two design plan special policy areas, identified as #1 and #2 on the detailed land use plan map, as follows:

Design Plan Special Policy Area #1 – Proposed Radnor Reservoir Park Open Space Expansion. The alternate land use policy applicable to this area is “Single-Family Detached in “Neighborhood General” (SFD in NG).

Design Plan Special Policy Area #2 – Proposed Thuss Avenue Open Space Next to Mixed Use Policy. The alternate land use policy applicable to this area is “Single-Family Attached and Detached in “Neighborhood General” (SFAD in NG).

### **Special Policies Within the Radnor South Neighborhood**

The Radnor South neighborhood contains four design plan special policy areas, identified as #1 - #4 on the detailed land use plan map, as follows:

Design Plan Special Policy Area #1 – Southeast and Southwest Corners of Veritas Street and Keystone Avenue. In addition to the uses supported by “Transition or Buffer (TB) policy, appropriate uses at this entrance to the neighborhood include those allowed in the MUN base zoning district. To ensure good design, all uses allowed only by the MUN district should be implemented through the SP zoning district, should be residential in scale and character, should be oriented toward Keystone Avenue, and should not exceed the bulk standards for the MUN district.

Design Plan Special Policy Area #2 – Part of Proposed Harrison Street Open Space. The alternate land use policy applicable to this area is “Mixed Housing” in “Community Center” (MH in CC)

Design Plan Special Policy Area #3 – Part of Proposed Harrison Street Open Space. The alternate land use policy applicable to this area is “Mixed Housing” in “Neighborhood General” (MH in NG)

Design Plan Special Policy Area #4 – Part of Proposed Harrison Street Open Space. The alternate land use policy applicable to this area is “Single-Family Detached” in “Neighborhood General” (SFD in NG).

# Woodbine North Walkable Center

Woodbine North Walkable Center stretches from I-440 south to Joyner Avenue. The Concept Plan to the right (showing all four Walkable Centers) shows the distribution of proposed building types and land uses. An area of Mixed Housing along the Corridor provides opportunities for higher density housing with office uses on the first floor. At Lutie Street this transitions to Mixed Use which focuses on mixed use buildings containing retail on the bottom floor and office and/or residential above. Mixed Housing helps support retail uses and increases their viability by providing a mix of housing options and increasing population. A Mixed Use Neighborhood Center areas is located along Foster Avenue that continues into the Woodbine South Neighborhood. These centers provide employment and service opportunities for the neighborhoods.

Other residential areas include areas of Single-Family Attached and Detached which allow for building types such as townhouses, cottages and cottage courts in addition to single-family homes. These types of housing are a transition building type from higher density residential to detached single-family homes. There are also large areas of Single-Family Detached detailed policy to recognize the existing single-family and the community's focus on preserving this neighborhood character.

The Detailed Land Use Policy Plan for just the Woodbine North neighborhood is provided on the following page.

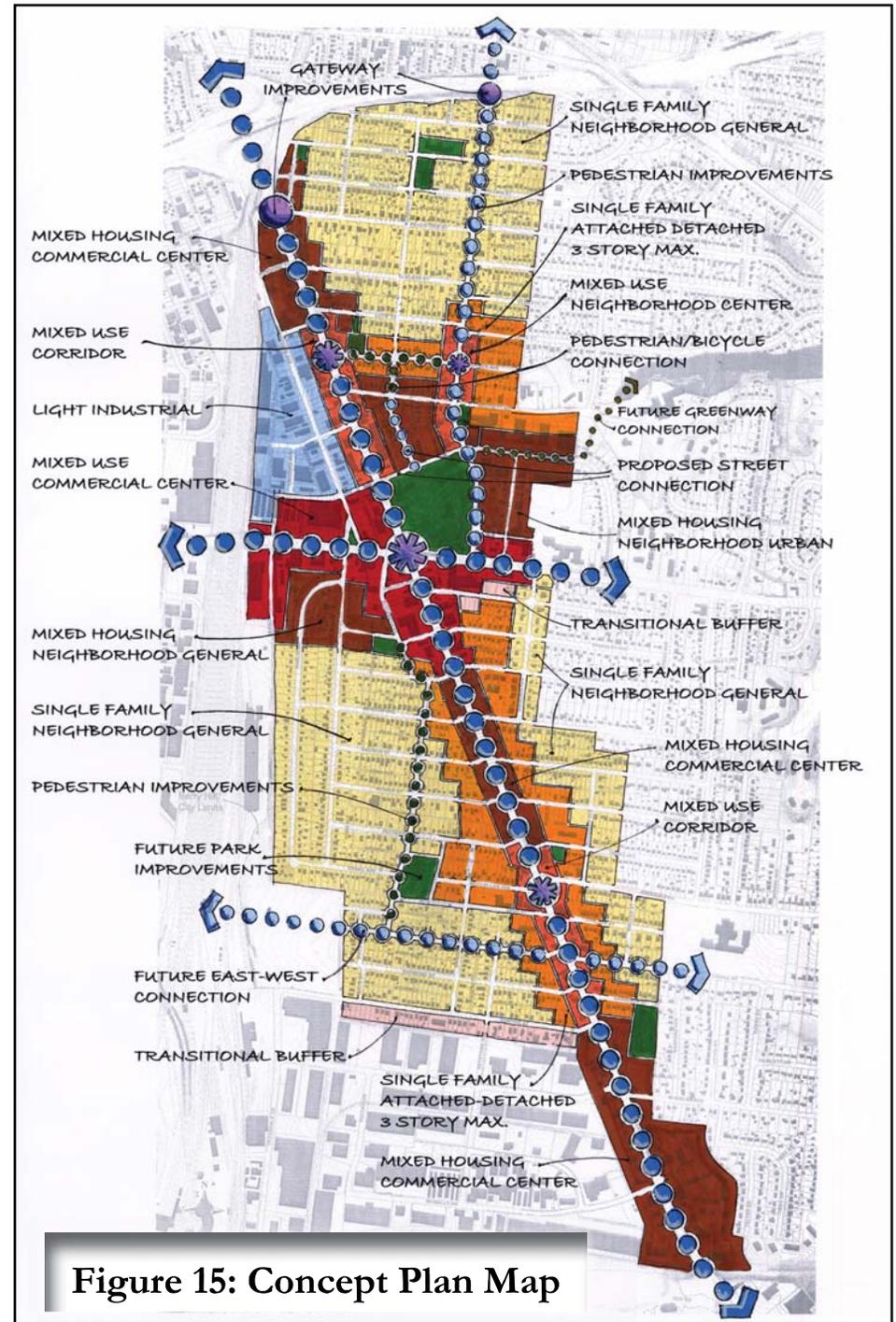


Figure 15: Concept Plan Map



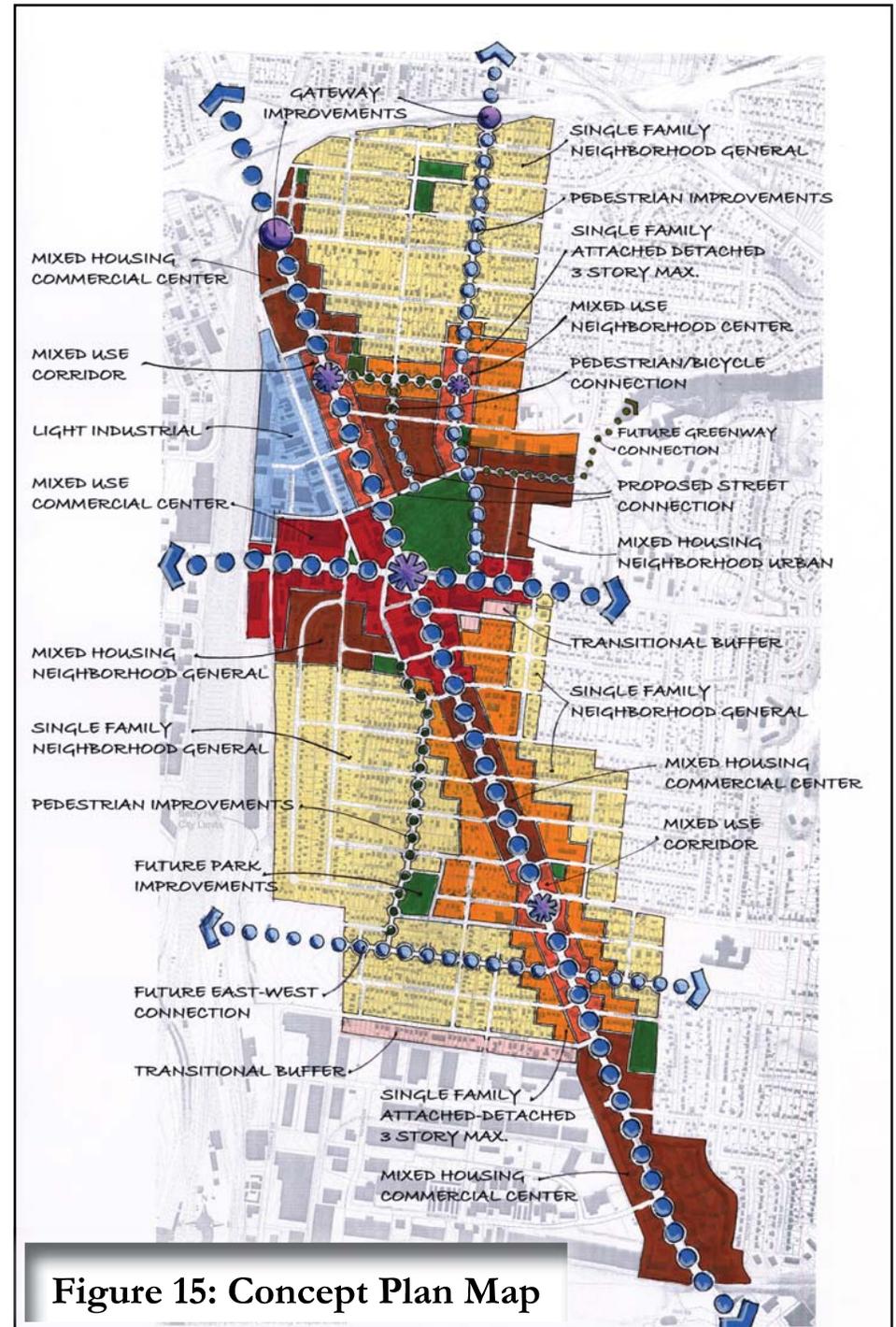
# Woodbine South Walkable Center

The Woodbine South Walkable Center stretches from between Joyner Avenue and Whitsett Road south to Tanksley Avenue. The Joyner/Nolensville intersection is important in the neighborhood, and in the last few years has been the focus of streetscape improvements, including a brick crosswalk. The map at right (showing all four Walkable Centers) shows the distribution of proposed building types and land uses within the Woodbine South Walkable Center which stretches from between Joyner Avenue and Whitsett Road south to Tanksley Avenue. Mixed Use, focusing on mixed use buildings containing retail on the bottom floor and office and residential above, stretches along this portion of the Corridor. It becomes a more intense Mixed Use Community Center at the Nolensville Pike /Thompson Lane intersection that allows for taller buildings and increased density.

Coleman Park, which is currently undergoing renovations, is further enhanced in the plan by a modest expansion to include more property on the north. The park is then surrounded with areas of Mixed Housing on the west and north. The park is then surrounded with areas of Mixed Housing on the west and north. Mixed Housing provides a mixture of housing types such as townhouses, stacked flats, and cottage courts, and helps support retail uses and increases their viability. To strengthen pedestrian connections to the park, a pedestrian extension of Burbank Avenue is proposed. This connection provides more options for walking to destinations to the south and better links to Coleman Park. In addition, a new street connection is proposed south of Whitsett Road running along the northern edge of Coleman Park that also serves to better connect the park with its neighbors. A Mixed Use Neighborhood Center area is located along Foster Avenue from Joyner Avenue to Coleman Park. This Neighborhood Center area is small in scale to serve the adjacent neighborhood. Another area of Mixed Housing serves as a transition from the Mixed Use Community Center area along Thompson Lane to the Radnor North neighborhood to the south. The Building Regulating Plan proposes higher intensity in the Mixed Use Community Center area than will be found in the Mixed Use Neighborhood Center area.

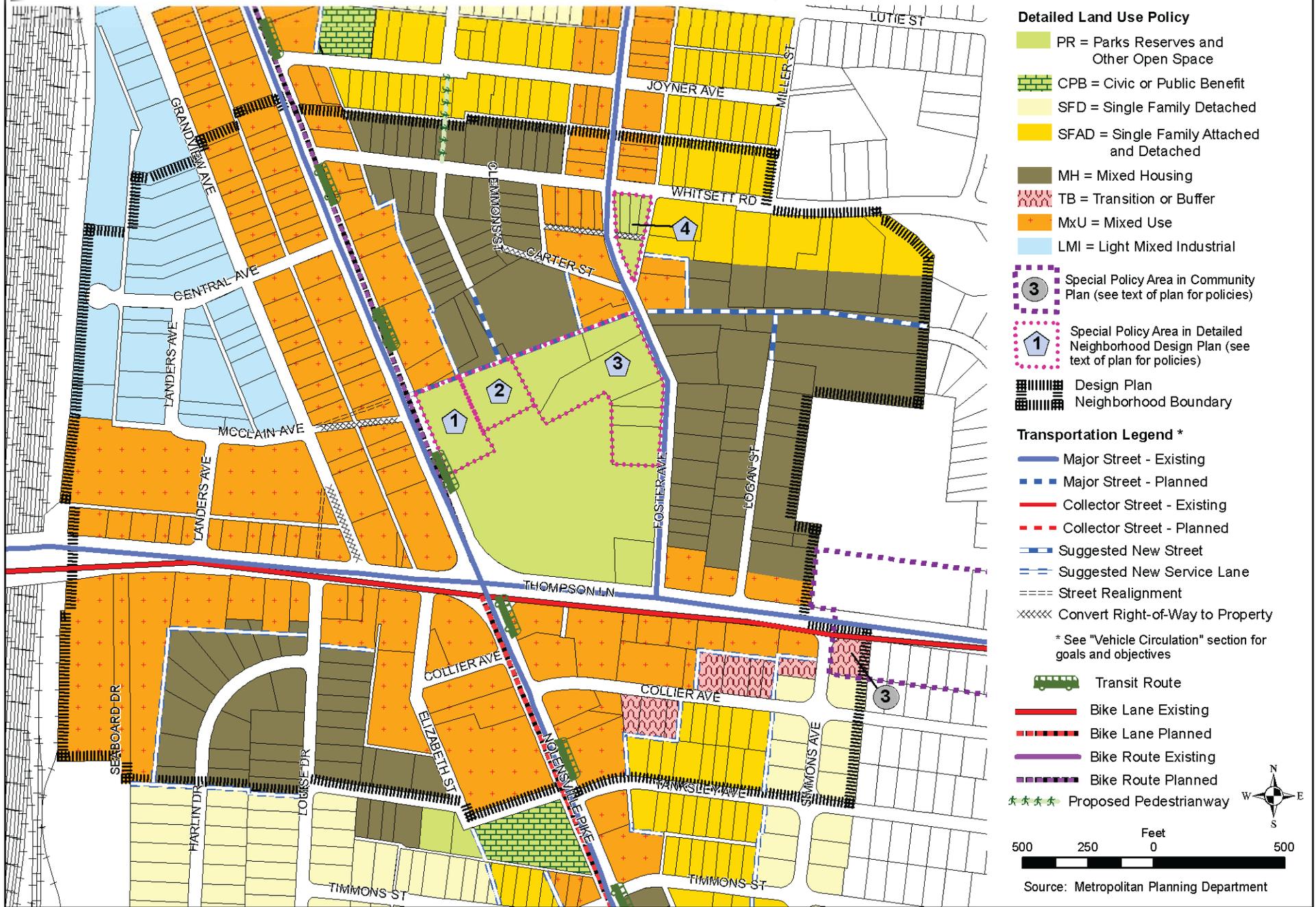
Other residential areas include areas of Single-Family Attached and Detached which allow for building types such as townhouses, cottages and cottage courts in addition to single-family homes. These types of housing are a transition building type from higher density residential to detached single-family homes. There are also large areas of Single-Family Detached detailed policy to recognize the existing single-family and the community's focus on preserving this neighborhood character.

The Detailed Land Use Policy Plan is provided on the following page.



**Figure 15: Concept Plan Map**

**Figure 18: Woodbine South Detailed Land Use Plan Map**



## Development Scenario for Coleman Park Area

The graphic on the next page shows a possible development scenario that utilizes the goals and objectives in this document. It should be reviewed as a guide for appropriate building placement, parking arrangement, landscaping and street design. It shows one way this area could develop in accordance with the Plan, but not the only way, as there is inherent flexibility in this Plan. This scenario for the area around Coleman Park was created with traditional planning principles and the community's vision to provide a more walkable, integrated community with a true sense of place by creating more connections to the park and providing more options for housing. To create this walkable center with a unique sense of place, new development must embrace the following design principles illustrated by this plan:

- Create an interconnected street system to the Coleman Park Area with sidewalks, street trees and building entrances facing the street.
- Re-establish the appropriate block structure in this area.
- Include a system of alleys to relieve the streets from being dominated by garage doors and curb cuts.
- Establish a clear hierarchy of streets with the appropriate types and intensities of buildings along the streets.
- Provide pedestrian and vehicular access into centers of activity from sidewalks and alleys without requiring residents to travel along Nolensville Pike.
- Locate parking behind buildings in order to screen parking from public view
- Develop a system of access to open spaces with both formal and informal areas that provide a variety of active and passive recreation for the community
- Allow for a mixture of residential building types to provide a diversity of housing options with a range of affordability.
- Provide basic goods and services for residents within the neighborhood center located along Foster Avenue.
- Preserve the single-family residential character of neighborhoods further away from Nolensville Pike.

Figure 19: Development Scenario for Coleman Park Area



## Perspective of Thompson Lane at Nolensville Pike

On the right is a photo of the existing intersection of Thompson Lane and Nolensville Pike looking west in the summer of 2007. This is a significant area of activity along the Nolensville Pike Corridor with older retail, commercial services and Coleman Park. Recent years have brought some new development along with deterioration of older properties.

The illustration below shows a concept of how the area could develop over time based on the Detailed Land Use Policy in the neighborhood. New mixed use buildings could replace much of the older development along Thompson Lane and Nolensville Pike. These mixed use buildings could be brought up to the street, and street trees could be planted to create a more active street life and complement the recent renovations at Coleman Park.



Thompson Lane / Nolensville Pike Area Today

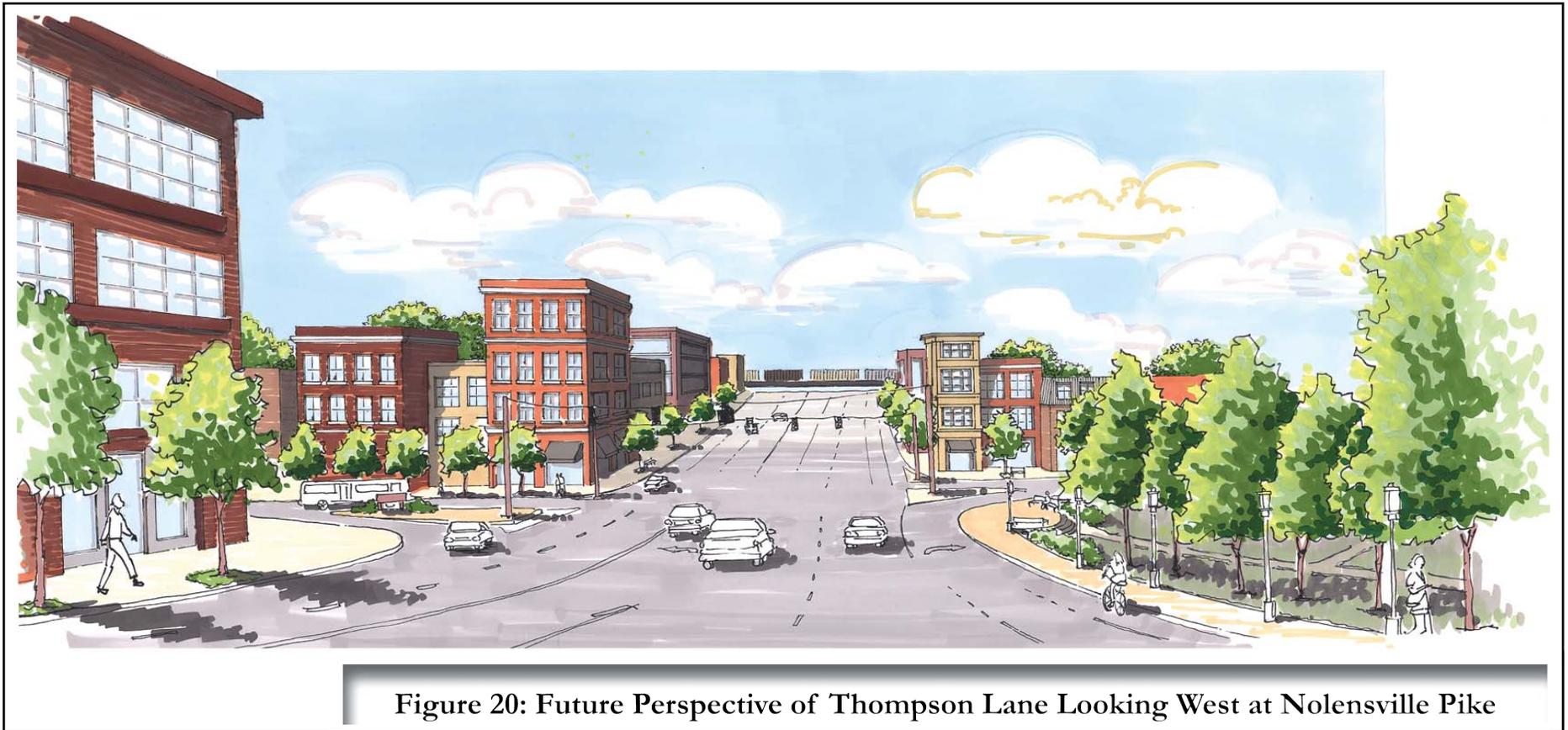


Figure 20: Future Perspective of Thompson Lane Looking West at Nolensville Pike

## Perspective of Foster Avenue Neighborhood Center

On the right is a photo of Foster Avenue looking north in the summer of 2007. This is an important street in the neighborhood that provides a north-south connection.

The illustration below shows a concept of how the area could develop over time based on the Detailed Land Use Policy in the neighborhood. Small neighborhood-center scale mixed use buildings could enhance the streetscape while remaining small enough in scale to create a smooth transition to neighboring homes. Sidewalks and street trees could be added to encourage pedestrian activity, create a sense of place, and slow traffic. Both on-street parking and bulb-outs provide better access and traffic calming to the area.



Foster Avenue Area Today



**Figure 21: Future Perspective of Foster Avenue Neighborhood Center Area Looking North**

# Radnor North Walkable Center

The Radnor North Walkable Center stretches from Tanksley Avenue south to Antioch Pike / McClellan Avenue. This map (showing all four Walkable Center) shows the distribution of proposed building types and land uses. Just a small portion of the Mixed Use Community Center area from the north (which focuses on mixed use buildings containing retail on the bottom floor and office and/or residential above) stretches along this portion of the Corridor as the Mixed Use Community Center ends at Timmons Street. There it transitions to Mixed Housing Community Center policy, which is entirely residential except for allowing office or retail uses on the first floor. This Mixed Housing helps support retail uses and increases their viability. It extends south to Thuss Avenue. There Mixed Use picks up again and continues south to the boundary of the Radnor South planning neighborhood.

Mixed Housing Community Center and Mixed Use areas are buffered from single-family residential areas by Single-Family Attached and Detached which allow for building types such as townhouses, townhouse courts, cottages and cottage courts in addition to single-family homes. Single-Family Attached and Detached allows a physical transition in building types from more intense Mixed Use and Mixed Housing on the Corridor into the Single-Family Detached policy in the heart of the neighborhood. There are also large areas of Single-Family Detached detailed policy to recognize the existing single-family and the community's focus on preserving this neighborhood character.

The former Radnor Reservoir site is recommended to become a park with a pedestrian connection extending Meade to connect it with the Old Turner School Park.

The Detailed Land Use Policy Plan for just the Radnor North neighborhood is provided on the following page.

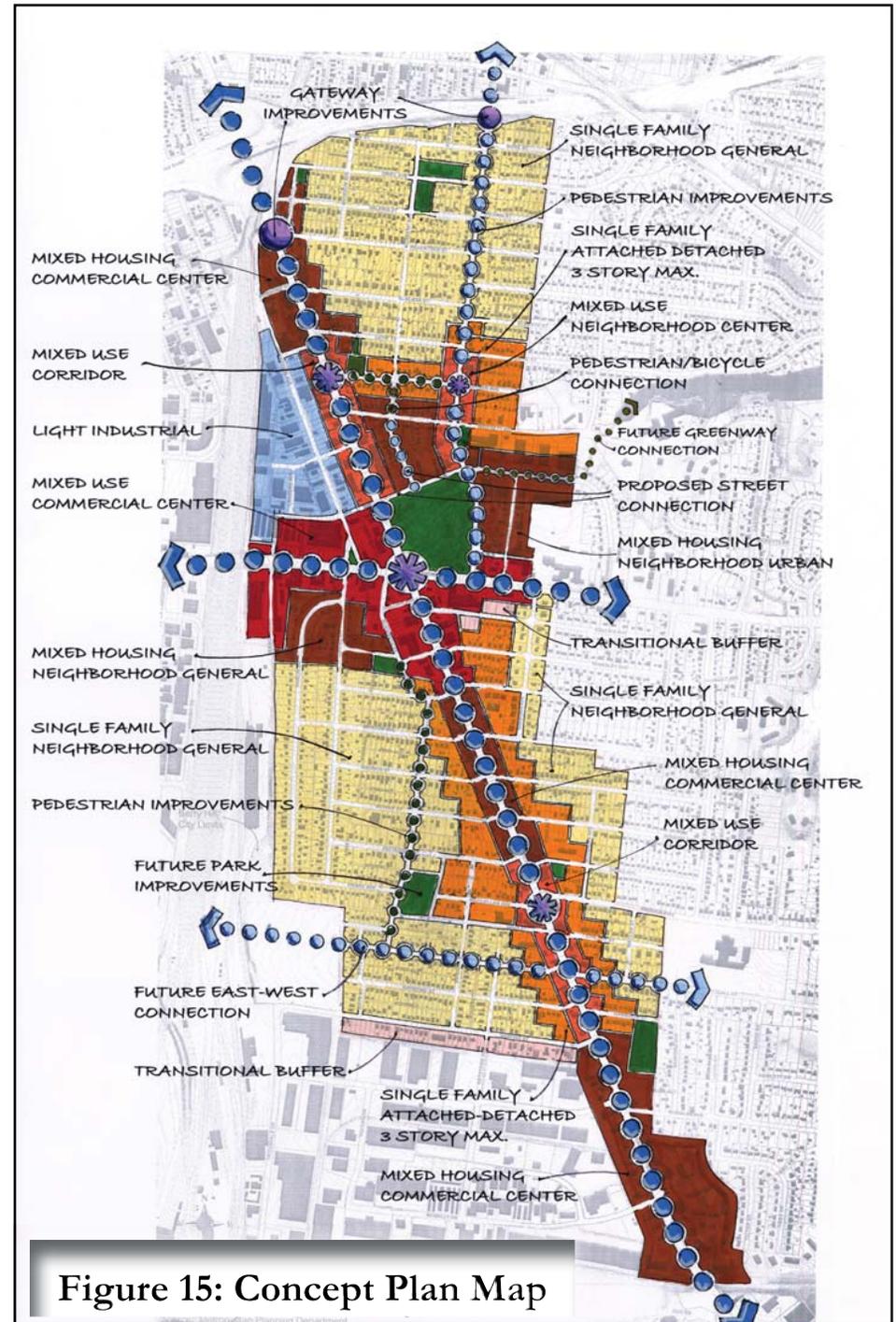
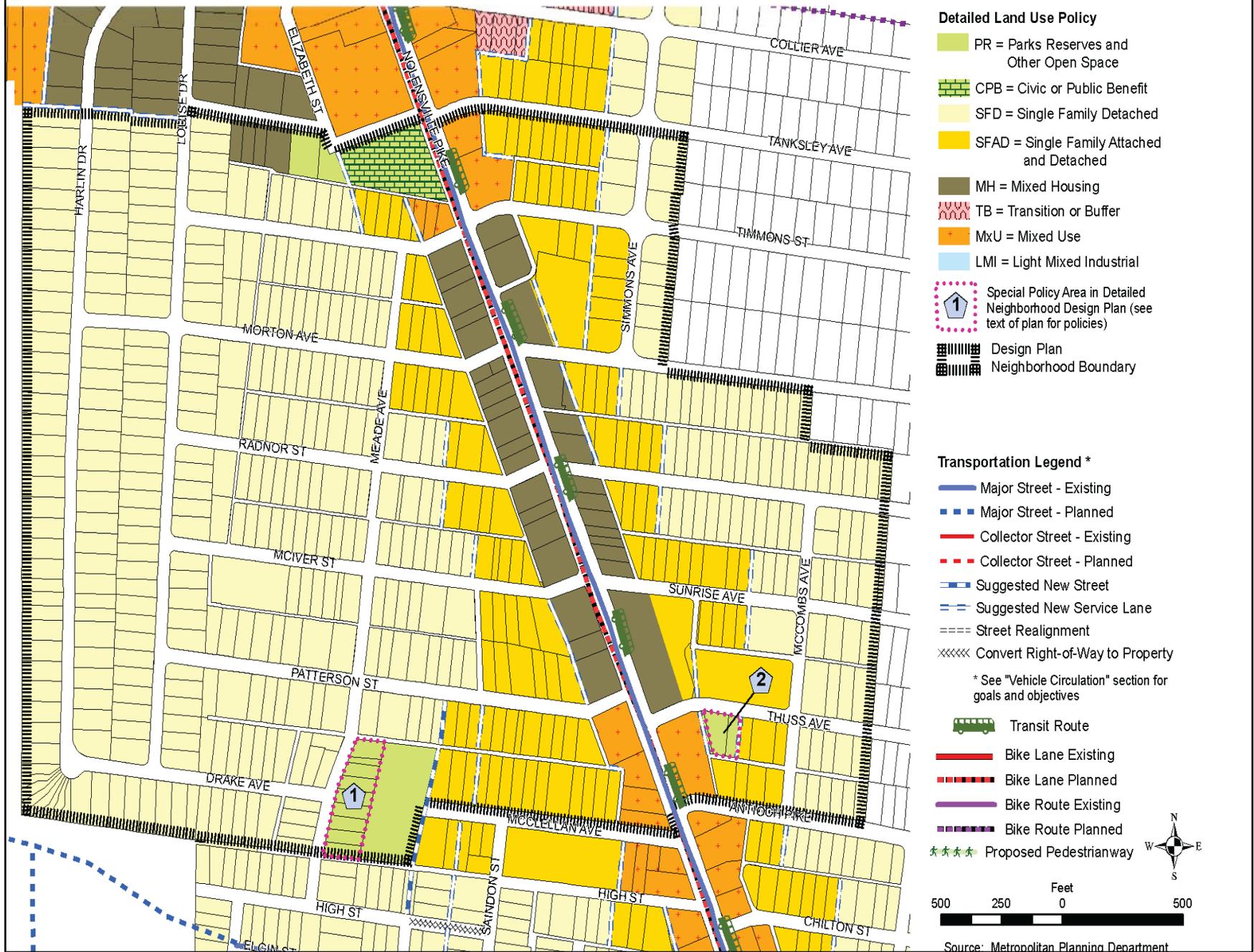


Figure 15: Concept Plan Map

**Figure 22: Radnor North Detailed Land Use Plan Map**



## Development Scenario for Antioch Pike / Nolensville Pike Area

This image on the next page shows a possible development scenario that utilizes the goals and objectives in this document. It should be reviewed as a guide for appropriate building placement, parking arrangement, landscaping and street design. It shows one way this area could develop in accordance with the Plan, but not the only way, as there is inherent flexibility in this Plan. This scenario for the Antioch Pike / McCall Street intersection with Nolensville Pike was created with traditional planning principles and the community's vision to provide a more walkable, integrated neighborhood center. To create this walkable center with a unique sense of place, new development must embrace the following design principles illustrated by this plan:

- Create a system of connected streets with sidewalks, street trees and building entrances facing the street.
- Establish a clear hierarchy of streets with the appropriate types and intensities of buildings along the streets.
- Build upon the existing system of alleys to relieve the streets from being dominated by garage doors and curb cuts.
- Provide pedestrian and vehicular access into centers of activity from sidewalks and alleys without requiring residents to travel along Nolensville Pike.
- Locate parking behind buildings in order to screen parking from public view
- Develop a system of open spaces with both formal and informal areas that provide a variety of active and passive recreation for the community.
- Allow for a mixture of residential building types to provide housing options with a range of affordability.
- Provide basic goods and services for residents within the neighborhood center centered at the intersection of Antioch Pike and Nolensville Pike.



**Figure 23: Development Scenario for Antioch Pike Area**

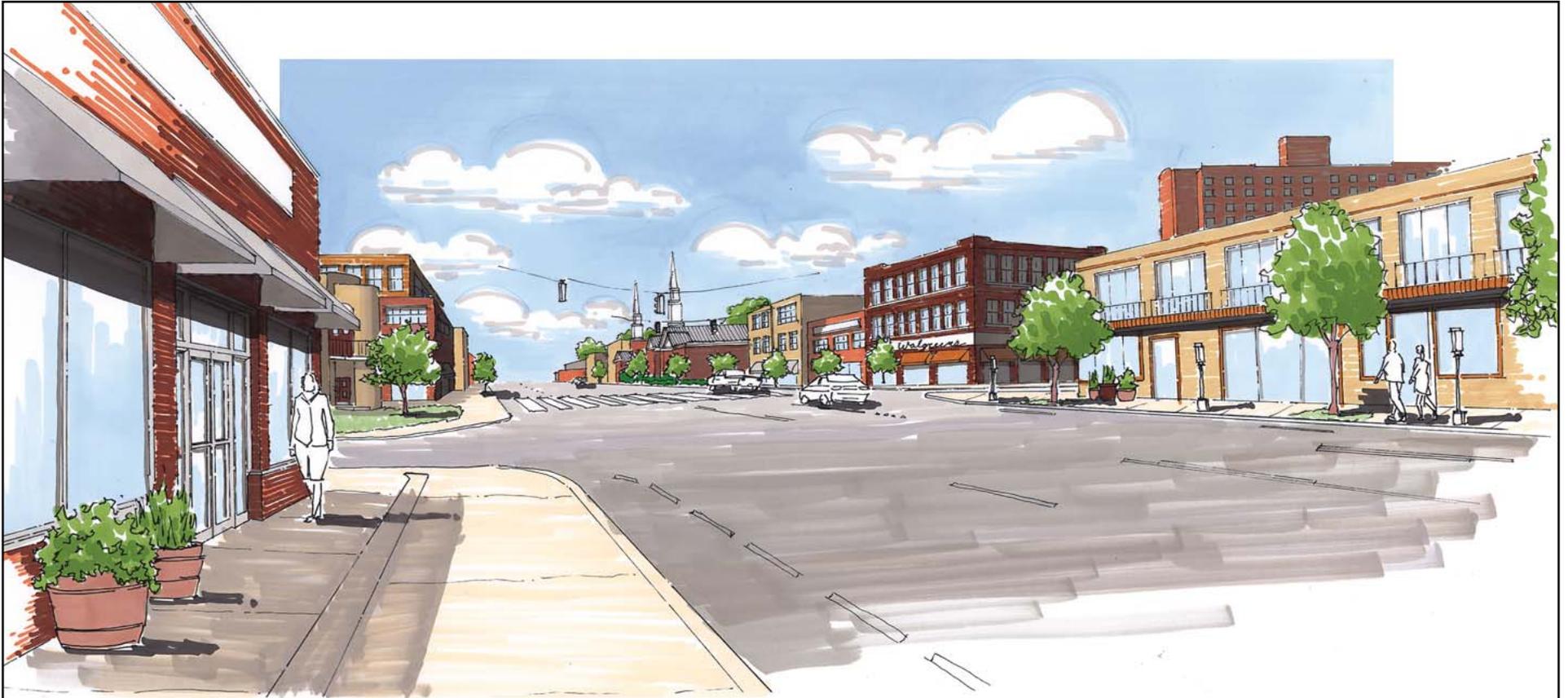
## Perspective of Nolensville Pike Streetscape

Here is a photo of the existing intersection of Nolensville Pike and Antioch Pike looking north in the summer of 2007. This important intersection along the Nolensville Pike Corridor features older retail, commercial and services. Recent years have brought some new development along with deterioration of older properties.

The illustration on the next page shows a concept of how the area could develop over time based on the mixture of Detailed Land Use Policies in the neighborhood. New mixed use buildings could replace much of the older development along Nolensville Pike while preserving some of the buildings with history that is significant to the neighborhood. Community members noted they liked stores such as Osborne's Grocery and Walgreen's and wanted to see some of the older buildings preserved and reused for stores, shops or other uses that better serve the needs of the community. These mixed use buildings could be brought up to the street, with street trees and pedestrian-scaled lighting added to enhance the pedestrian experience. Notice how in the illustration Walgreen's remains at its current location, but has been incorporated into the first floor of a mixed use building.



Antioch Pike / Nolensville Pike Area Today



**Figure 24: Future Perspective of Nolensville Pike/Antioch Pike Area Looking North**

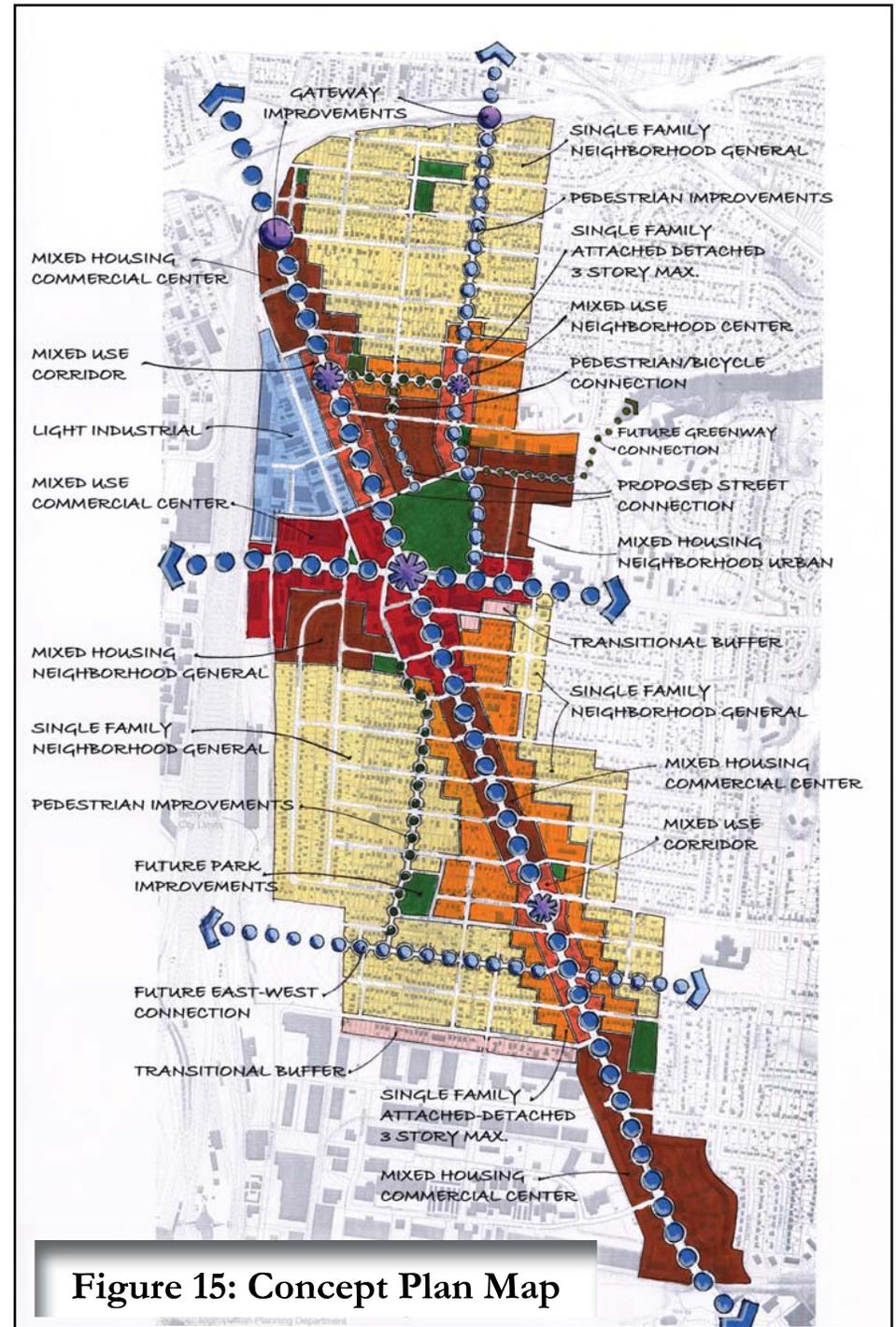
# Radnor South Walkable Center

The Radnor South Walkable Center extends from the Antioch Pike / McClellan Avenue intersection south to the railroad overpass just north of Zoo Road. This map (showing all four Walkable Centers) shows the distribution of proposed building types and land uses within this area. The Antioch Pike / McClellan Avenue intersection is the critical intersection. Its possible development has been illustrated in the previous section. Mixed Use policy is located here and extends south to Veritas Street.

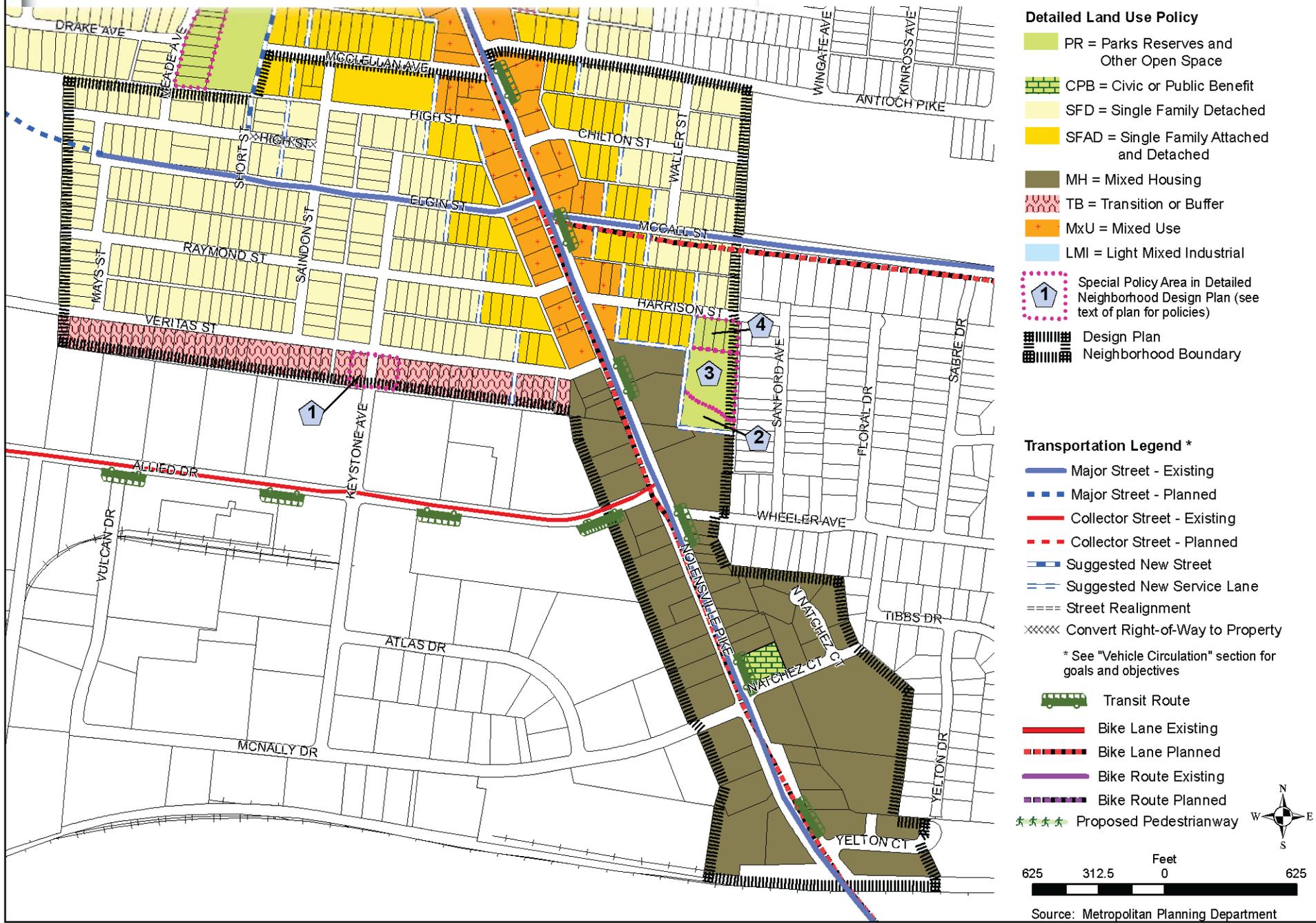
An area of Office Transitional Buffer land use policy has been placed along the south side of Veritas Street to serve as a buffer between the Single-Family Detached policy to the north and the more intense industrial area to the south. Mixed Housing Commercial Center, which allows retail or office uses on the first floor, begins at Veritas Street and stretches south to the railroad overpass. Mixed Housing helps support retail uses and increases their viability while also providing a range of housing options.

Mixed Housing and Mixed Use areas are buffered from single-family residential areas by Single-Family Attached and Detached which allow for building types such as townhouses, cottages and cottage courts in addition to single-family homes. There are also large areas of Single-Family Detached detailed policy to recognize the existing single-family and the community's focus on preserving this neighborhood character.

The Detailed Land Use Policy Plan for just the Radnor South neighborhood is provided on the following page.



**Figure 25: Radnor South Detailed Land Use Plan Map**



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# Realizing the Vision

## Building Regulating Plan

The Building Regulating Plan specifies how various properties should be developed in accordance with the Detailed Neighborhood Design Plan (DNDP), by providing specific urban design guidelines.

The Building Regulating Plan establishes subdistricts intended to create areas with specific design characteristics in order to achieve the overall vision of the community. These subdistricts distinguish areas that may have the same type of land use, but call for different sizes or types of buildings. For example, areas call for residential development, but the subdistrict proposes different heights and types of residential (for example single-family homes versus townhouses). This plan promotes incremental growth that results in coordinated and compatible design features throughout the subdistricts.

Each subdistrict specifies, among other standards, the following design characteristics for buildings:

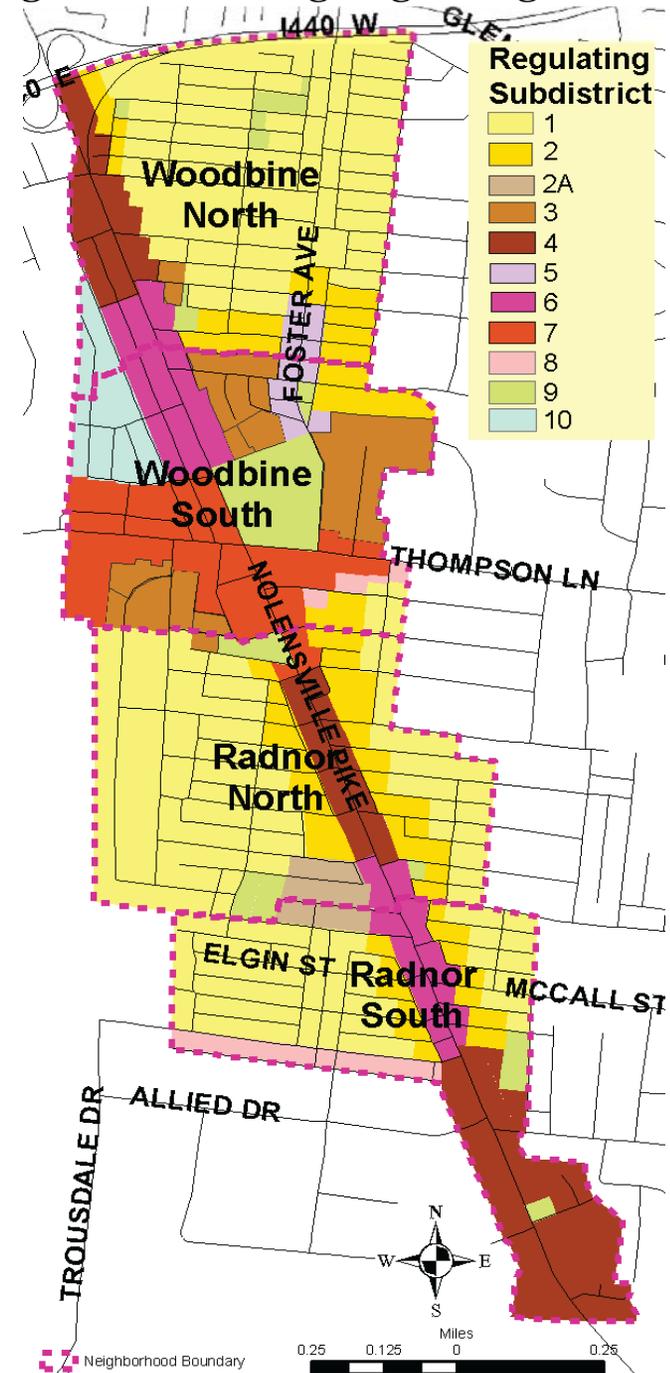
- Desired uses (residential, mixed use, etc.)
- Potential zoning
- Appropriate building types
- Appropriate height

When the Building Regulating Plan with its defined subdistricts is followed, it will facilitate predictable development that enacts the neighborhood's vision.

The Building Regulating Plan Map is shown on the right for the entire Nolensville Pike Corridor. At the end of this section are individual maps for each of the four Walkable Center Neighborhoods.

Any variations from the Building Regulating Plan that meet the intent of this document may be approved by the Executive Director of the Planning Department.

Figure 26: Building Regulating Plan Map



## Subdistrict Summary

### Subdistrict 1 – Single-Family Neighborhood General

Desired Uses: Residential, Civic and Public Benefit

Potential Zoning: Current RS5, RS7.5 and RS10 or SP based on use and density of these districts

Appropriate Building Types: Single-Family Houses and Cottages

Appropriate Height: Maximum 3 stories

### Subdistrict 2 – Single-Family Attached and Detached

Desired Uses: Residential, Civic and Public Benefit

Potential Zoning: SP based on use and density of R6 or RM6 – RM9

Appropriate Building Types: Single-Family Houses, Townhouses, Cottages, and Cottage Courts

Appropriate Height: Maximum 3 stories

### Subdistrict 2A – Radnor Single-Family Attached and Detached

Desired Uses: Residential, Civic and Public Benefit

Potential Zoning: SP based on use and density of R6 or RM6 – RM20

Appropriate Building Types: Houses, Townhouses, Townhouse Courts, Cottages, and Cottage Courts

Appropriate Height: Maximum 3 stories

### Subdistrict 3 – Mixed Housing Neighborhood General

Desired Uses: Residential

Potential Zoning: SP based on use and density of RM6 – RM20

Appropriate Building Types: Cottages, Cottage Courts, Flats, Courtyard Flats, Townhouses, and Townhouse Courts

Appropriate Height: Maximum 3 stories

### Subdistrict 4 – Mixed Housing Community Center

Desired Uses: Residential with option of first floor mixed-use

Potential Zoning: SP based on use and density of RM20 – RM60 and MUL for mixed-use buildings

Appropriate Building Types: Flats, Courtyard Flats, Townhouses, Townhouse Courts, Manor Houses, and Live / Work

Appropriate Height: Maximum 5 stories

### Subdistrict 5 – Mixed Use Neighborhood Center

Desired Uses: Mixed Use

Potential Zoning: SP based on use and density of MUN, MUL, OR20, or RM20

Appropriate Building Types: Flats, Courtyard Flats, Townhouses, Townhouse Courts, Mixed Use / Commercial, and Live / Work

Appropriate Height: Maximum 3 stories

### Subdistrict 6 – Mixed Use

Desired Uses: Mixed Use

Potential Zoning: SP based on use and density of MUL, OR20, or RM20

Appropriate Building Types: Flats, Courtyard Flats, Mixed Use / Commercial, and Live / Work

Appropriate Height: Maximum 4 stories

### Subdistrict 7 – Mixed Use Community Center

Desired Uses: Mixed Use

Potential Zoning: SP based on use and density of MUG or ORI

Appropriate Building Types: Flats, Courtyard Flats, and Mixed Use / Commercial

Appropriate Height: Maximum 6 stories

### Subdistrict 8 – Office Transitional Buffer

Desired Uses: Residential or Office

Potential Zoning: SP based on use and density of OR20

Appropriate Building Types: Work with Planning Staff to determine

Appropriate Height: Maximum 3 stories

### Subdistrict 9 – Parks and Open Space

Desired Uses: Parks or Open Space

Potential Zoning: Zoning Regulations determine character and placement

Appropriate Building Types: Civic

Appropriate Height: Regulations determine

### Subdistrict 10 – Light Industrial

Desired Uses: Light Industrial

Potential Zoning: SP based on use and density of IWD

Appropriate Building Types: Work with Planning Staff to determine

Appropriate Height: Maximum 2 stories

## Building Types Definitions

There are many different building types that would be appropriate for each of the subdistricts. This section describes and illustrates the building types permitted in the Nolensville Pike Corridor subdistricts.

### **Mixed-Use / Commercial**

A mixed use / commercial building type that spans the full right-of-way frontage of its lot, except for instances of public pedestrian passages from the rear of the lot where parking areas are located. The building is oriented with the main entrance facing the street and built to the back of the sidewalk to engage the public realm.

### **Live-work**

A mixed use, single family residential building type that occupies the full frontage of its lot except for instances of pedestrian passages from the rear of the lot. Vehicular access is via a rear alley. A primary pedestrian entrance is located along the street frontage of the building.

### **Stacked Flats and Courtyard Stacked Flats**

A flat is a living unit that occupies all or part of a floor of a multistory building. Often, there is a common stairway in the front and sometimes in the back of the building.

### **Townhouse**

A townhouse is a row of identical or mirror-image houses that share side walls. The first unit and last unit of a townhouse are called the end terrace. Stacked townhouses have multiple units vertically, typically two, normally each with its own private entrance from the street.

### **Townhouse Courts**

A cluster of townhouses sited closely together to surround courtyard space.

### **Cottage**

A cottage is a relatively small one, one-and-a-half story, or two-story single-family detached house on a small lot, usually with alley loaded parking.

### **Cottage Courts**

A cluster of cottages sited closely together to form a courtyard space.

### **Manor House**

This is a multi-family building that looks like a large single-family house, with a single entrance and parking located behind.

## Subdistricts and Building Standards

The goals and objectives found in this section for each of the Subdistricts also work in conjunction with the goals and objectives found in the previous sections **Land Use Goals and Objectives** and **Systems Goals and Objectives**. Please refer to these sections for accompanying design principles such as landscaping, lighting, and sidewalks.

Refer to the figures on the pages following each Subdistrict for illustrations of building types and accompanying building standards that are appropriate in that subdistrict. Refer to regulatory standards for bulk requirements.

## Subdistrict 1 – Single-Family Neighborhood General

**Goal – To preserve the existing single-family character within the core of the neighborhood.**

### Objectives:

- 1.1 Maintain single-family zoning, such as RS5, RS7.5, RS10 or rezone to SP based on these districts.
- 1.2 Preserve historic homes to the greatest extent possible. Homes in this area should be rehabilitated in such a way that does not compromise their historic integrity.
- 1.3 Work with appropriate Metro agencies, developers and property owners to eliminate housing code violations and rehabilitate the greatest number of single-family houses possible.
- 1.4 Promote the redevelopment of vacant lots for single-family housing with infill consistent with the intensity of surrounding area.

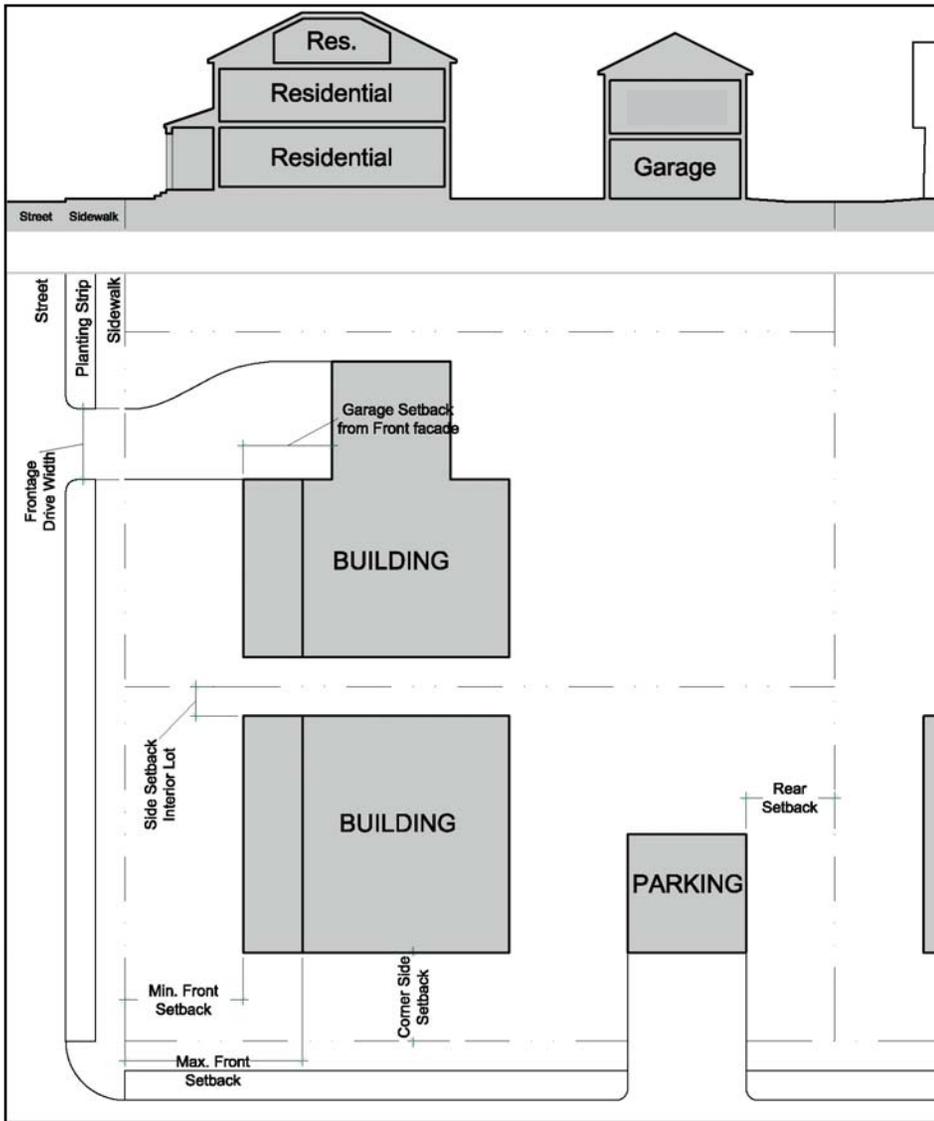


Single-Family Homes in the Area



Single-Family Home with Attractive Landscaping





**SUB DISTRICT 1.** (Refer to Maps on pages 112-115)

**Building Standards: House.**

**Bulk Provisions.**

Min. Lot Area: 5000 sq. ft.

**Setbacks.**

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min.

Rear: 20 ft. min.

Maximum Height: 3 stories.

**Parking, Loading, and Access.**

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Street, or Alley.

Parking Location: Behind or Beside. If Beside, driveway width shall be 12 ft. max; if parking is accessed directly from street, recess from front facade 15 ft. min.

**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

**SUB DISTRICT 1.** (Refer to Maps on pages 112-115)

**Building Standards: Cottage.**

**Bulk Provisions.**

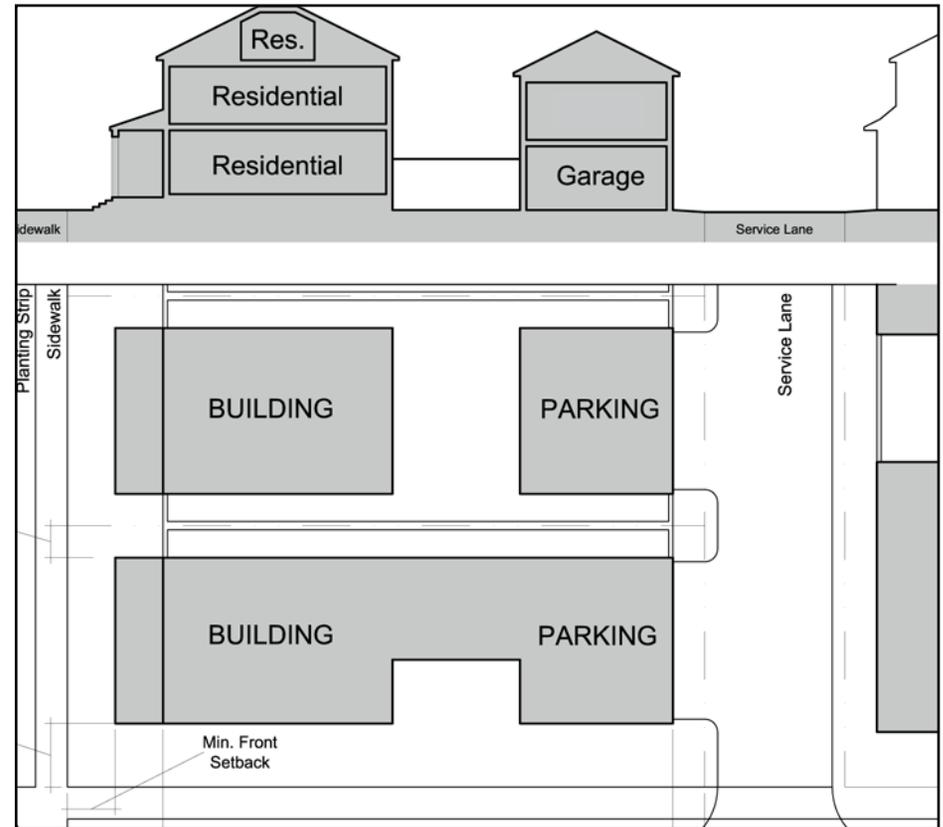
- Min. Lot Area: 4000 sq. ft.
- Setbacks.
  - Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
  - Side: 5 ft. min.
  - Rear: 20 ft. min.
- Maximum Height: 3 stories.

**Parking, Loading, and Access.**

- Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.
- Parking Access: Side Street or Alley
- Parking Location: Parking is placed behind principal buildings (opposite side to street). Garages required on corner lots and shall be built 5 ft. from rear property line.

**Additional Standards.**

- Raised Foundations: 18 in. min.- 48 in. max.
- For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
- For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.



## Subdistrict 2 – Single-Family Attached and Detached

**Goal – To provide opportunities for a moderately-intense mixture of single-family housing types in the appropriate locations within the neighborhood.**

### Objectives:

- 2.1 Redevelop properties within Subdistrict 2 with a mixture of housing types, including houses, cottages, townhouses and cottage courts.
- 2.2 Rezone properties within this subdistrict to SP based on R6, or RM6 – RM9 zoning districts as properties redevelop. Residential development should be more intense along major streets and adjacent to centers of activity. Intensity should decrease closer to Subdistrict 1.
- 2.3 Integrate small-lot cottages with townhomes to transition from more intense housing and retail uses located along Nolensville Pike.
- 2.4 Limit building heights to three stories.
- 2.5 Provide small private yards and court yards with cottages and townhouses that cater to people who want the feel of a detached house without the required maintenance.
- 2.6 Encourage access from alleys for cottages and townhouses along major streets in the area.
- 2.7 Construct housing in these areas with shallow setbacks and front porches to encourage interaction with pedestrians and neighbors.
- 2.8 Construct the first floor of residences to be above the level of the sidewalk to increase privacy.
- 2.9 Allow variations in the architecture of new buildings, while ensuring that they are compatible with and complementary to area historic buildings regarding height and massing.



Single-Family Homes in Greenwood Neighborhood: Nashville, TN



Cottages



Ireland Street Townhomes: Nashville, TN



Row 8.9 Townhomes: Nashville, TN

**SUB DISTRICT 2.** (Refer to Maps on pages 112-115)

**Building Standards: House.**

**Bulk Provisions.**

Min. Lot Area: 5000 sq. ft.

**Setbacks.**

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min.

Rear: 20 ft. min.

Maximum Height: 3 stories.

**Parking, Loading, and Access.**

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Street, or Alley.

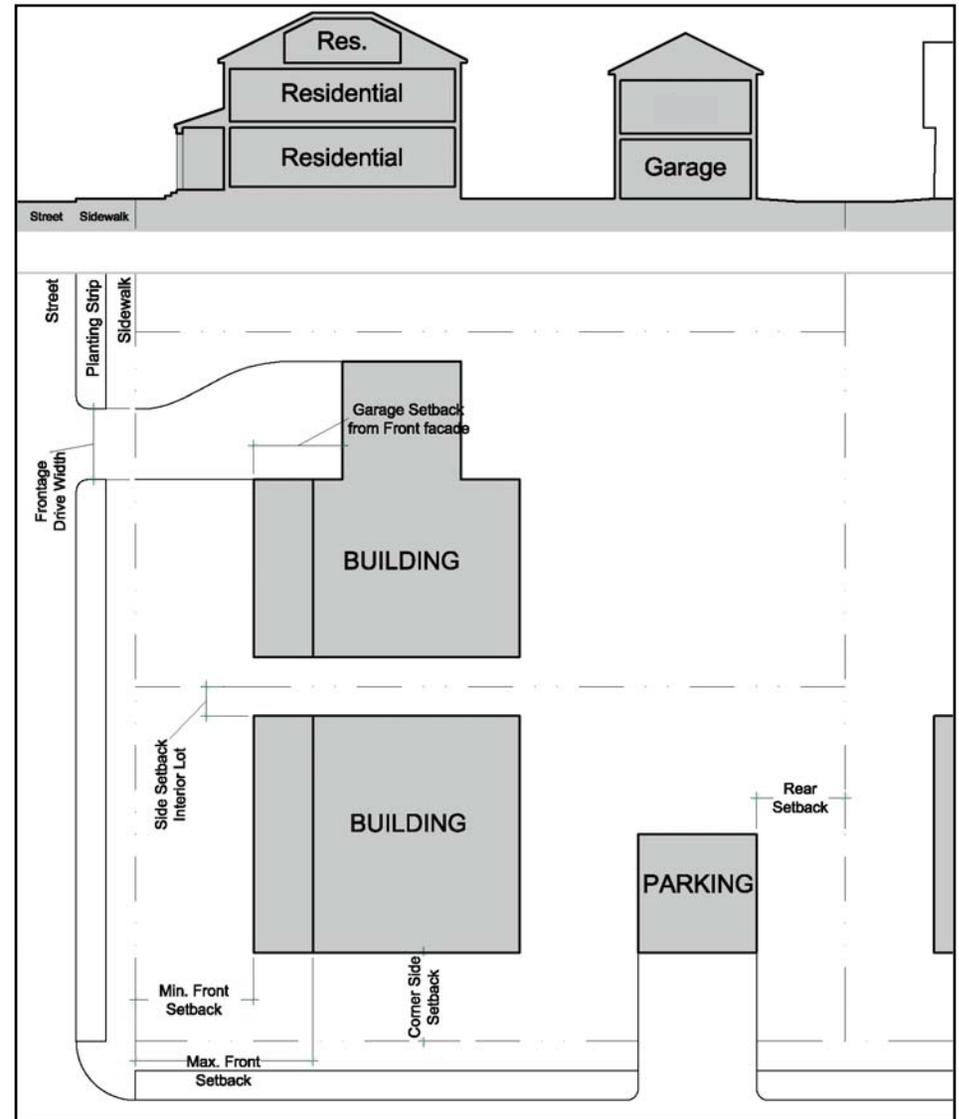
Parking Location: Behind or Beside Principal Buildings. If Beside, driveway width shall be 12 ft. max; if parking is accessed directly from street, recess from front facade 15 ft. min.

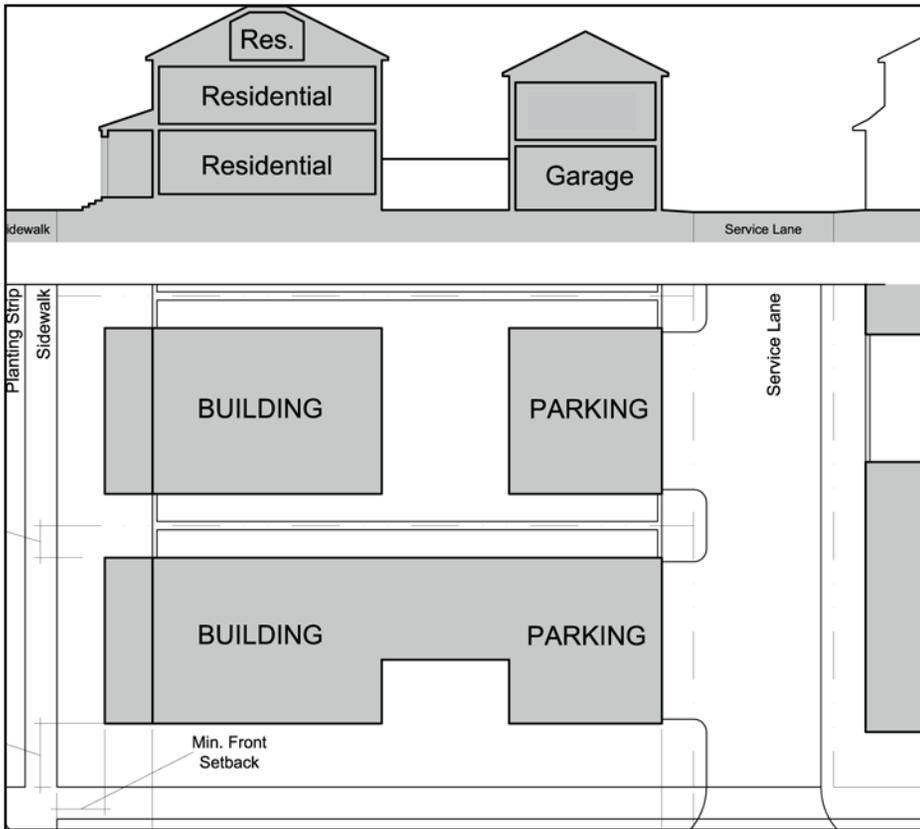
**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.





**SUB DISTRICT 2.** (Refer to Maps on pages 112-115)

**Building Standards: Cottage.**

**Bulk Provisions.**

Min. Lot Area: 4000 sq. ft.

**Setbacks.**

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min.

Rear: 20 ft. min.

Maximum Height: 3 stories.

**Parking, Loading, and Access.**

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Side Street or Alley

Parking Location: Behind Principal Building. Garages required on corner lots and shall be built 5 ft. from rear property line.

**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

## SUB DISTRICT 2. (Refer to Maps on pages 112-115)

### Building Standards: Cottage Courts.

#### Bulk Provisions.

Min. Lot Area:	NA
Setbacks.	
Front:	Buildings facing a street: Contextual. Buildings facing open space: 5ft. min- 15 max. from edge of sidewalk. NOTE: Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min. from property lines 6 ft. min. spacing between interior buildings
Rear:	20 ft. min.
Maximum Height:	3 stories.

#### Parking, Loading, and Access.

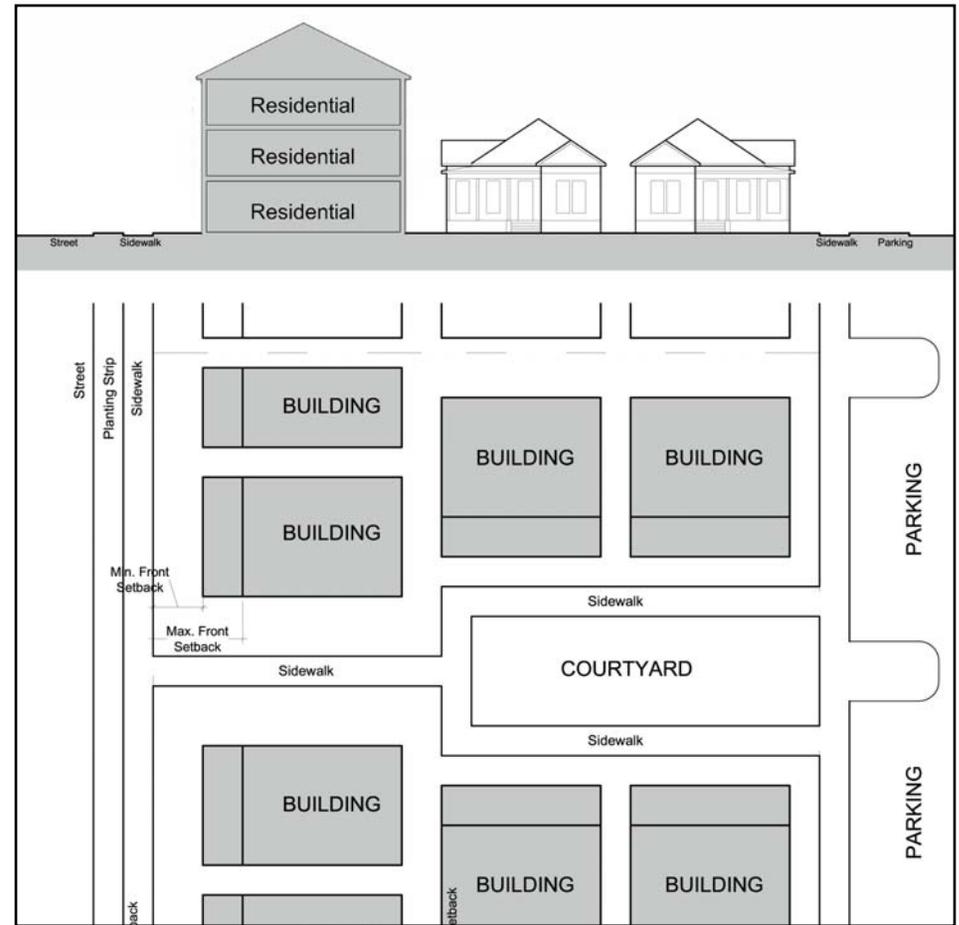
Parking Required:	1 space per unit for one bedroom; 1.5 spaces per unit for two bedrooms or larger.
Parking Access:	Alley, Side Street, or Shared Drive.
Parking Location:	Rear of lot and screened by fence or year around hedge.

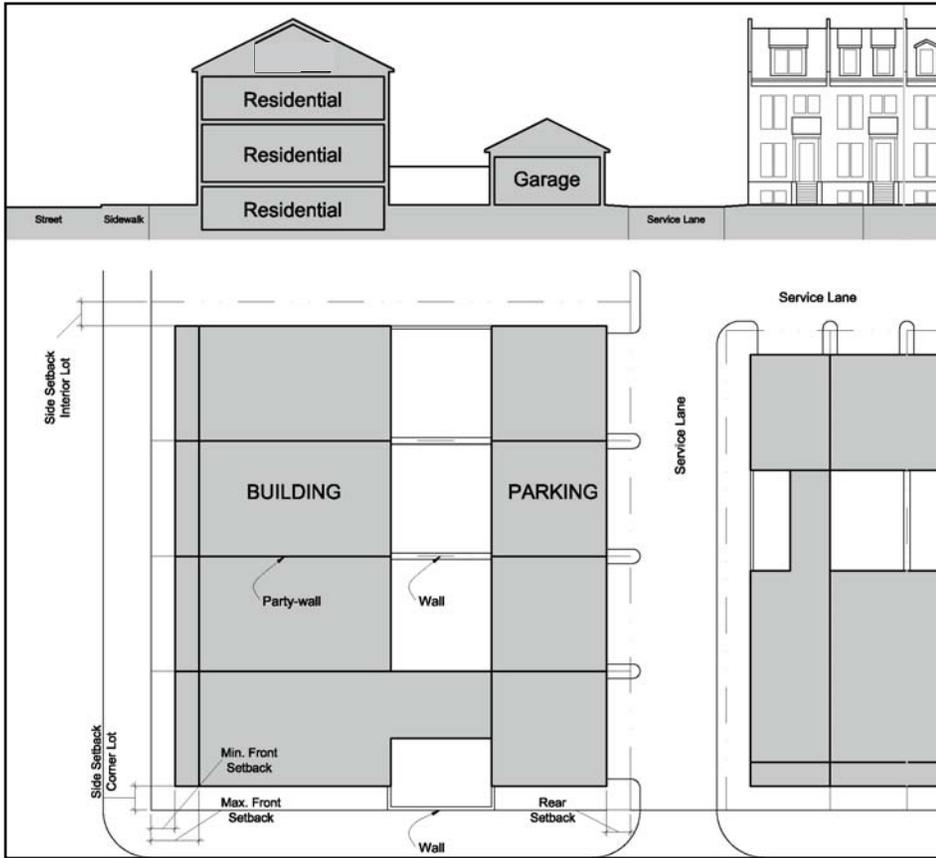
#### Additional Standards.

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.
For DNDP:	In no case shall the back of a building face a street.
For Specific Plan (SP):	Require short setbacks along streets to preclude space for backyards. Incentivize covered porches and/or bay windows along streets by allowing them to encroach into setbacks.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.





**SUB DISTRICT 2.** (Refer to Maps on pages 112-115)

**Building Standards: Townhouse.**

**Bulk Provisions.**

Min. Lot Area: 1400 sq. ft.

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
- Rear: 20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories.

**Parking, Loading, and Access.**

- Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.
- Parking Access: Side Street, or Alley.
- Parking Location: Parking is placed behind principal buildings (opposite side to the street). Garages required on corner lots and shall be built 5 ft. from rear property line.

**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

Maximum units per building: 6

Minimum units per building: 3

## Subdistrict 2A Radnor – Single-Family Attached and Detached

**Goal – To provide opportunities for an additional mixture of single-family housing types in the appropriate locations within the neighborhood around the potential Radnor Reservoir Park.**

### Objectives:

- 2A.1 Redevelop properties within Subdistrict 2A with a mixture of housing types, including houses, cottages, townhouses, cottage courts and townhouse courts.
- 2A.2 Rezone properties within this subdistrict to SP based on R6, or RM6 – RM20 zoning districts as properties redevelop. Residential development should be more intense along major streets and adjacent to centers of activity, and intensity should decrease closer to Subdistrict 1.
- 2A.3 Integrate small-lot cottages with townhomes to transition from more intense house and retail uses located along Nolensville Pike.
- 2A.4 Limit building heights to three stories in this subdistrict.
- 2A.5 Provide small private yards and court yards with cottages and townhouses that cater to people who want the feel of a detached house without the required maintenance.
- 2A.6 Encourage access from alleys for cottages, townhouses and courts along major streets in the area.
- 2A.7 Construct housing in these areas with shallow setbacks and front porches to encourage interaction with pedestrians and neighbors.
- 2A.8 Construct the first floor of residences to be above the level of the sidewalk to increase privacy.
- 2A.9 Allow variations in the architecture of new buildings, while ensuring that they are compatible with and complementary to area historic buildings regarding height and massing.



New Single-Family Homes  
Germantown Neighborhood:  
Nashville, TN



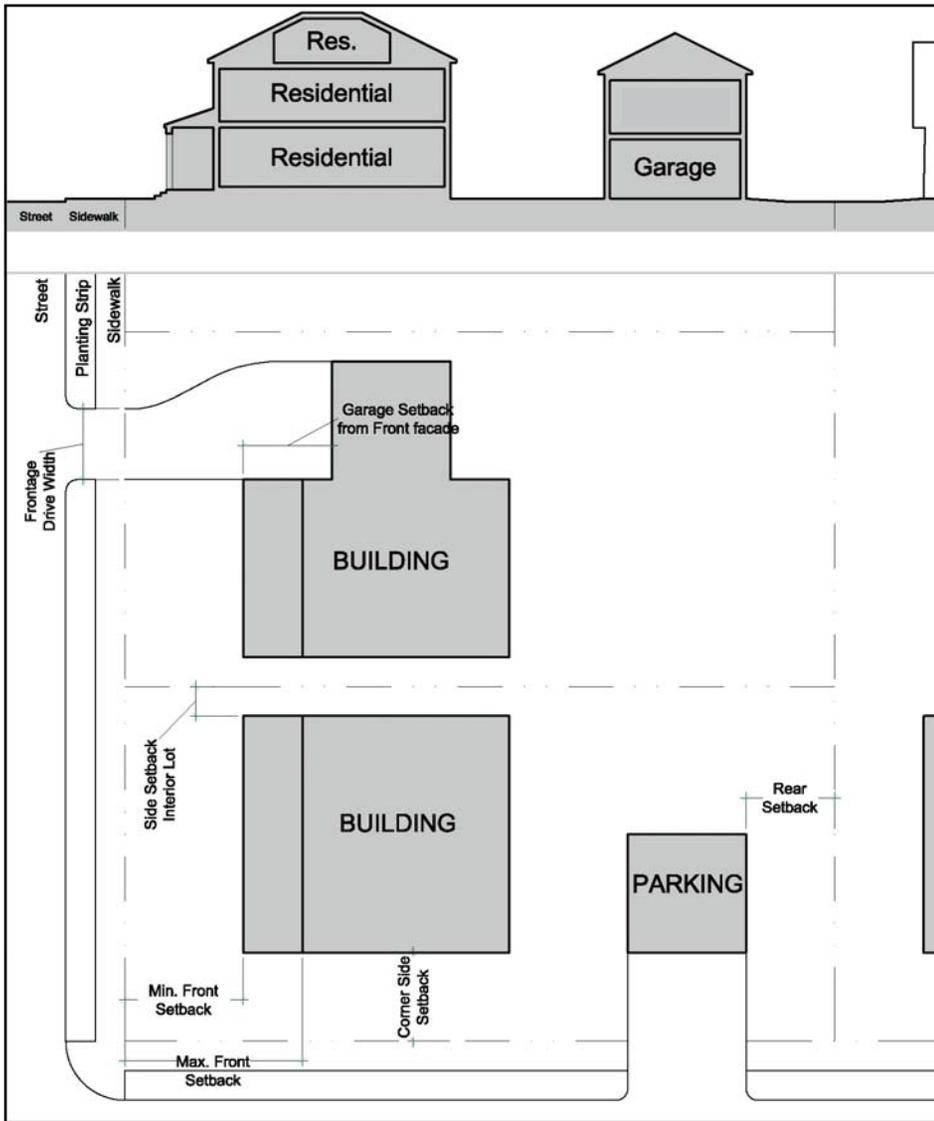
Townhouses



Townhouses with  
Attractive Street  
Frontage



Cottage Courts



**SUB DISTRICT 2a Radnor.** (Refer to Maps on pages 112-115)

**Building Standards: House.**

**Bulk Provisions.**

Min. Lot Area: 5000 sq. ft.

Setbacks.

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min.

Rear: 20 ft. min.

Maximum Height: 3 stories.

**Parking, Loading, and Access.**

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Street, or Alley.

Parking Location: Behind or Beside. If Beside, driveway width shall be 12 ft. max; if parking is accessed from street, recess from front facade 15 ft. min.

**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

**SUB DISTRICT 2a Radnor.** (Refer to Maps on pages 112-115)

**Building Standards: Cottage.**

**Bulk Provisions.**

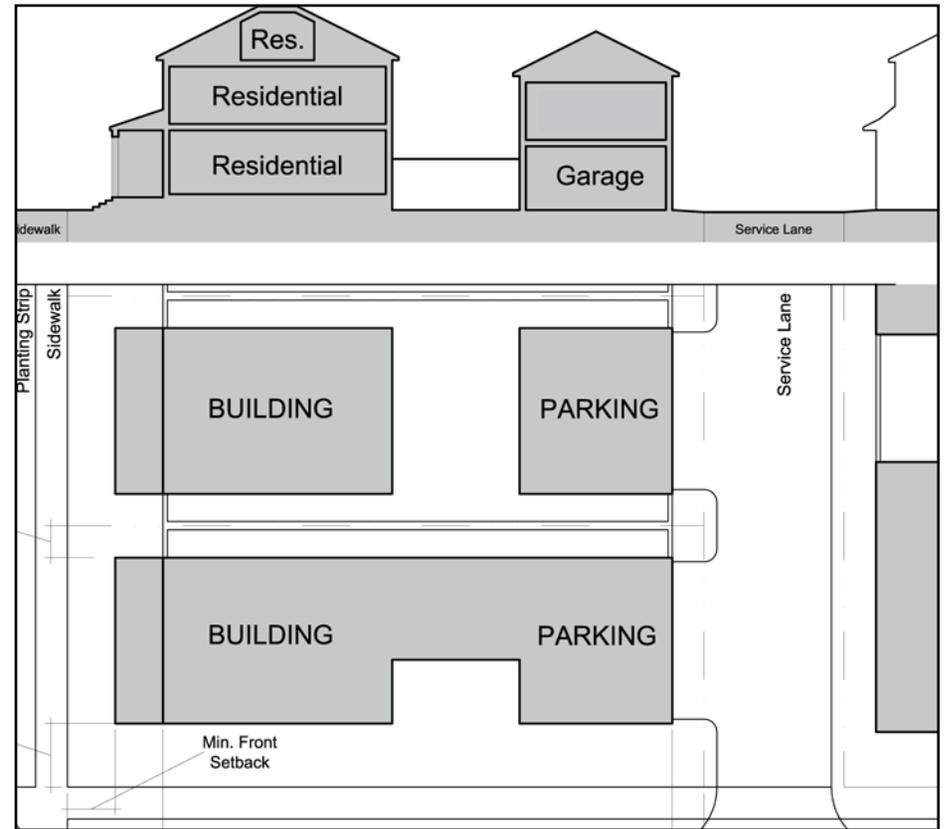
- Min. Lot Area: 4000 sq. ft.
- Setbacks.
  - Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
  - Side: 5 ft. min.
  - Rear: 20 ft. min.
- Maximum Height: 3 stories.

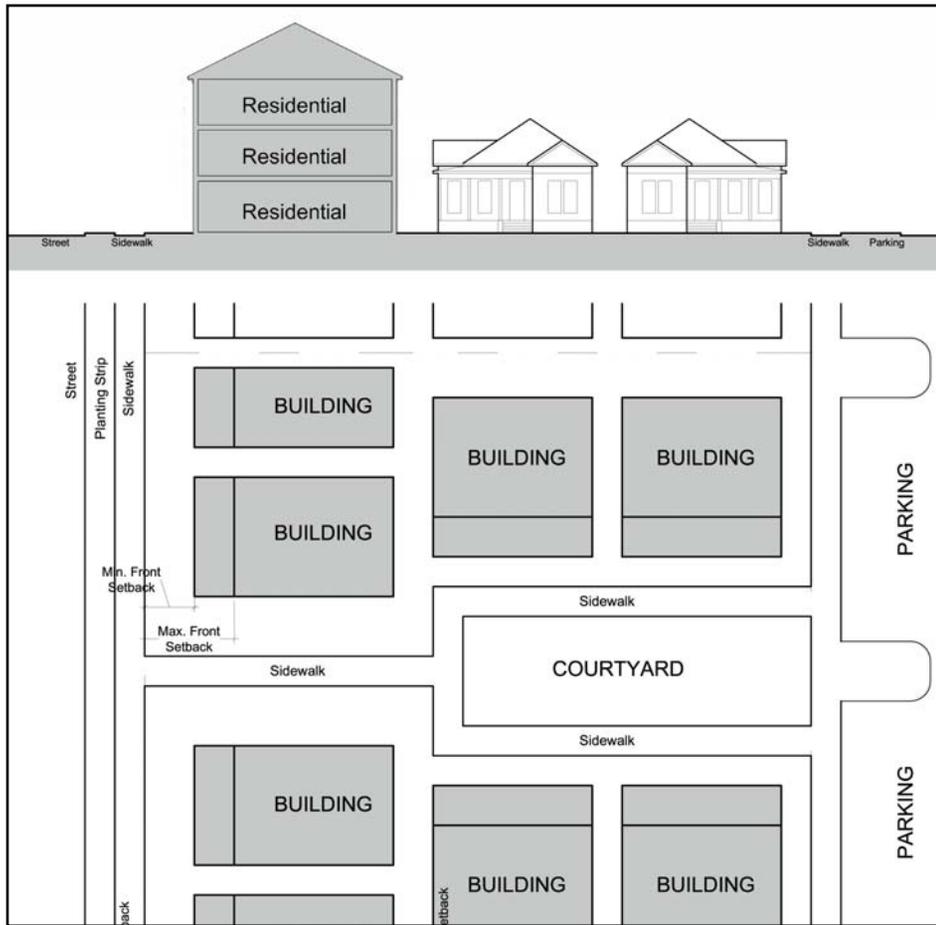
**Parking, Loading, and Access.**

- Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.
- Parking Access: Side Street or Alley
- Parking Location: Parking is placed behind principal buildings (opposite side to the street). Garages required on corner lots and shall be built 5 ft. from rear property line.

**Additional Standards.**

- Raised Foundations: 18 in. min.- 48 in. max.
- For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
- For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.





**SUB DISTRICT 2a Radnor.** (Refer to Maps on pages 112-115)  
**Building Standards: Cottage Courts.**

**Bulk Provisions.**

Min. Lot Area:	NA
Setbacks:	
Front:	Buildings facing a street: Contextual. Buildings facing open space: 5ft. min- 15 max. from edge of sidewalk. NOTE: Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min. from property lines 6 ft. min. spacing between interior buildings
Rear:	20 ft. min.
Maximum Height:	3 stories.

**Parking, Loading, and Access.**

Parking Required:	1 space per unit for one bedroom; 1.5 spaces per unit for two bedrooms or larger.
Parking Access:	Alley, Side Street, or Shared Drive.
Parking Location:	Rear of lot and screened by fence or year around hedge.

**Additional Standards.**

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.
For DNDP:	In no case shall the back of a building face a street.
For Specific Plan (SP):	Require short setbacks along streets to preclude space for backyards. Incentivize covered porches and/or bay windows along streets by allowing them to encroach into setbacks.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.

**SUB DISTRICT 2a Radnor.** (Refer to Maps on pages 112-115)

**Building Standards: Townhouse.**

**Bulk Provisions.**

- Min. Lot Area: 1400 sq. ft.
- Setbacks.
  - Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
  - Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
  - Rear: 20 ft. min. for principle structure. 5 ft. or greater than 15 ft. for garages.
- Maximum Height: 3 stories.

**Parking, Loading, and Access.**

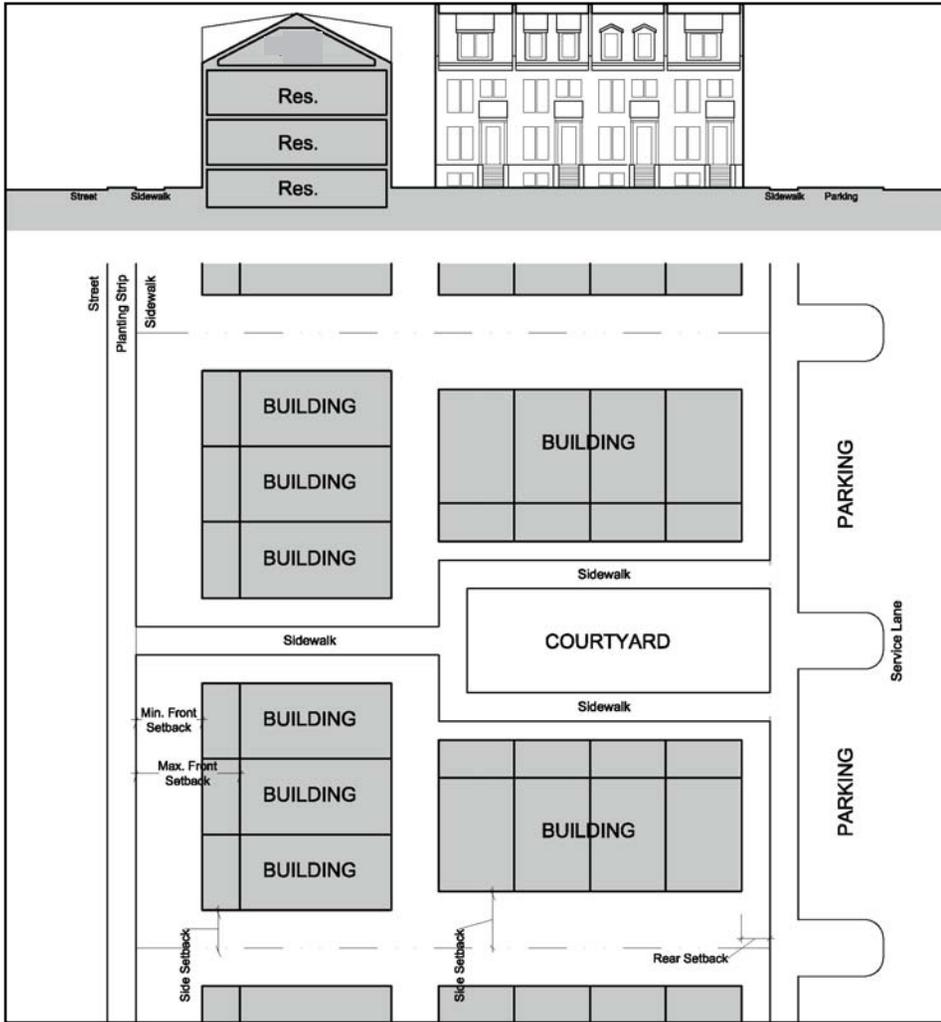
- Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.
- Parking Access: Side Street, or Alley.
- Parking Location: Behind. Garages required on corner lots and shall be built 5 ft. from rear property line.

**Additional Standards.**

- Raised Foundations: 18 in. min.- 48 in. max.
- For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
- For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

- Maximum units per building: 6
- Minimum units per building: 3





**SUB DISTRICT 2a Radnor.** (Refer to Maps on pages 112-115)

**Building Standards: Townhouse Courts.**

**Bulk Provisions.**

Min. Lot Area: NA

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County; 6 ft. min. from front of one unit to side of other unit.
- Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
- Rear: 20 ft. min. for principle structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories.

**Parking, Loading, and Access.**

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

Maximum units per building: 6

Minimum units per building: 3

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.

### Subdistrict 3 – Mixed Housing Neighborhood General

**Goal – To encourage additional residential opportunities and a mixture of housing types in selected areas near the Nolensville Pike Corridor.**

**Objectives:**

- 3.1 Redevelop properties within Subdistrict 3 with cottages, cottage courts, flats, courtyard flats, townhouses or townhouse courts residential buildings.
- 3.2 Rezone properties within this subdistrict to SP with the density of RM9 – RM20 as they redevelop. Residential development should be more intensive adjacent to mixed use centers of activity, and intensity should decrease closer to Subdistricts 1, 2, and 2A.
- 3.3 Limit building heights to three stories in this subdistrict as properties redevelop.
- 3.4 Encourage stacked condominiums in these locations to provide for single people or elderly people who no longer wish to climb stairs.
- 3.5 Locate residential buildings back slightly from the street to provide some distinction between the public realm of the sidewalk and the private realm of the residence, but close enough to the street to contribute to a safer and more active street.
- 3.6 Access should be provided by alleys in order to limit curb cuts along streets.



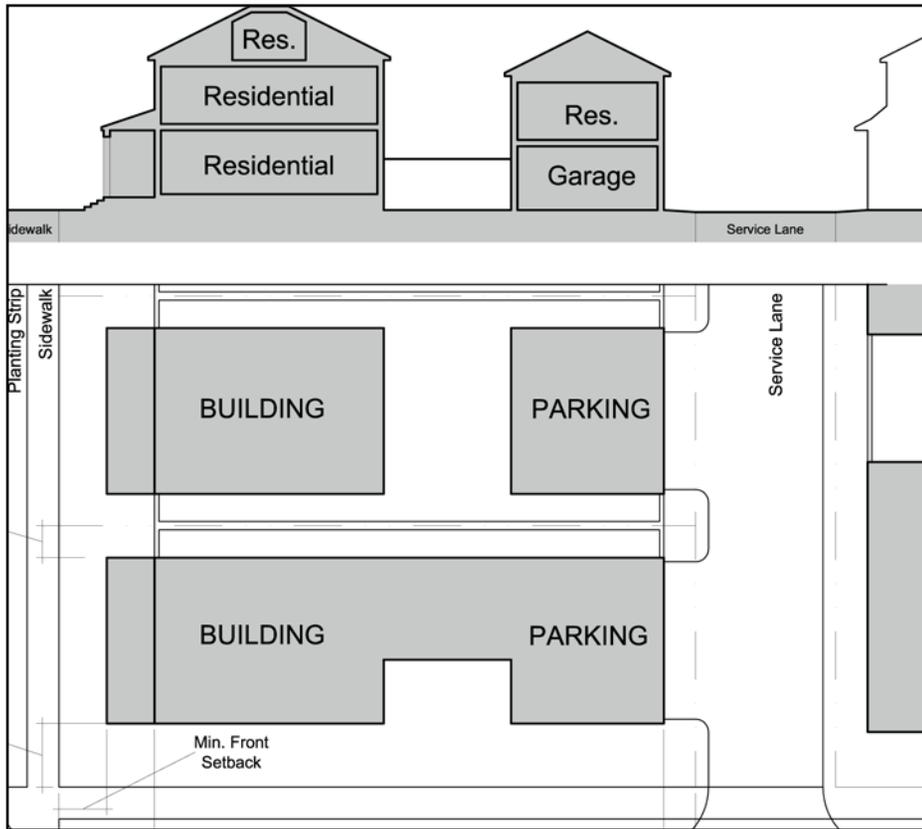
Townhouse Courts



Townhouses: Cincinnati, OH



Courtyard with Attractive Landscaping



**SUB DISTRICT 3.** (Refer to Maps on pages 112-115)

**Building Standards: Cottage.**

**Bulk Provisions.**

Min. Lot Area: 4000 sq. ft.

**Setbacks.**

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min.

Rear: 20 ft. min.

Maximum Height: 3 stories.

**Parking, Loading, and Access.**

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Side Street or Alley

Parking Location: Parking is placed behind principal buildings (opposite side to street). Garages required on corner lots and shall be built 5 ft. from rear property line.

**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

### SUB DISTRICT 3. (Refer to Maps on pages 112-115)

## Building Standards: Cottage Courts.

### Bulk Provisions.

Min. Lot Area:	NA
Setbacks.	
Front:	Buildings facing a street: Contextual. Buildings facing open space: 5ft. min- 15 max. from edge of sidewalk. NOTE: Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min. from property lines 6 ft. min. spacing between interior buildings
Rear:	20 ft. min.
Maximum Height:	3 stories.

### Parking, Loading, and Access.

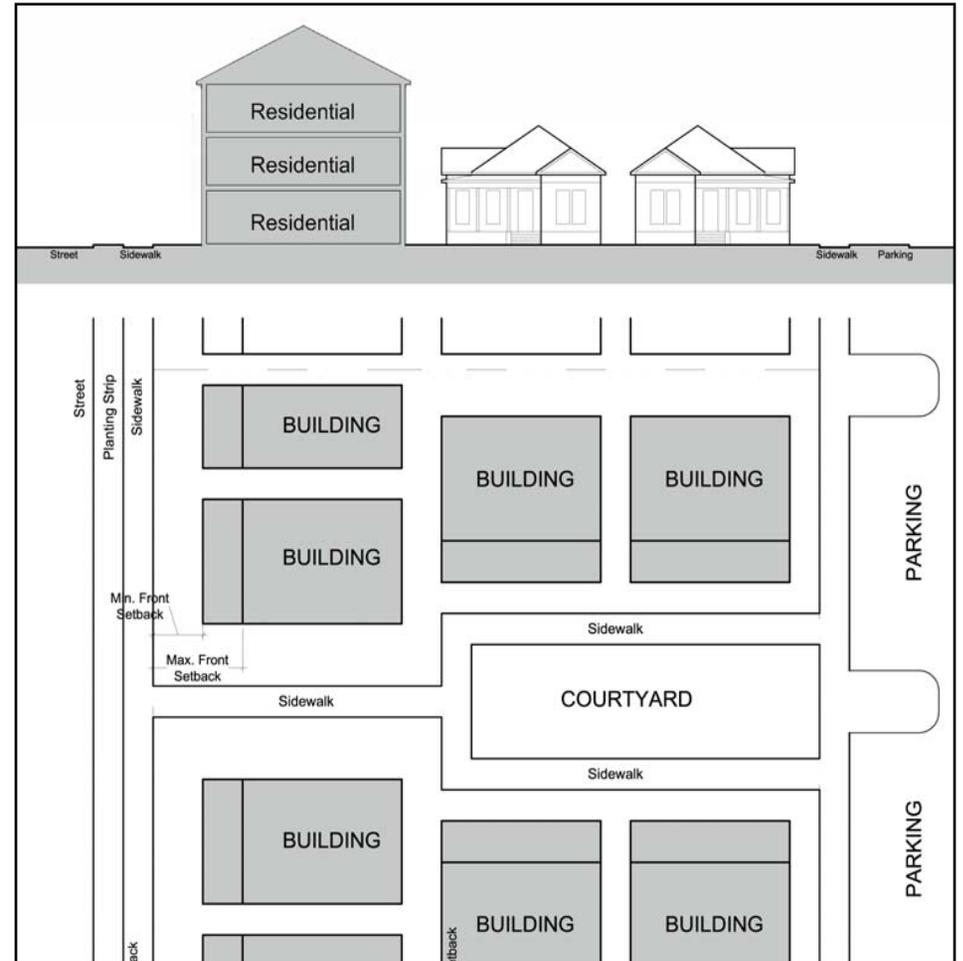
Parking Required:	1 space per unit for one bedroom; 1.5 spaces per unit for two bedrooms or larger.
Parking Access:	Alley, Side Street, or Shared Drive.
Parking Location:	Rear of lot and screened by fence or year around hedge.

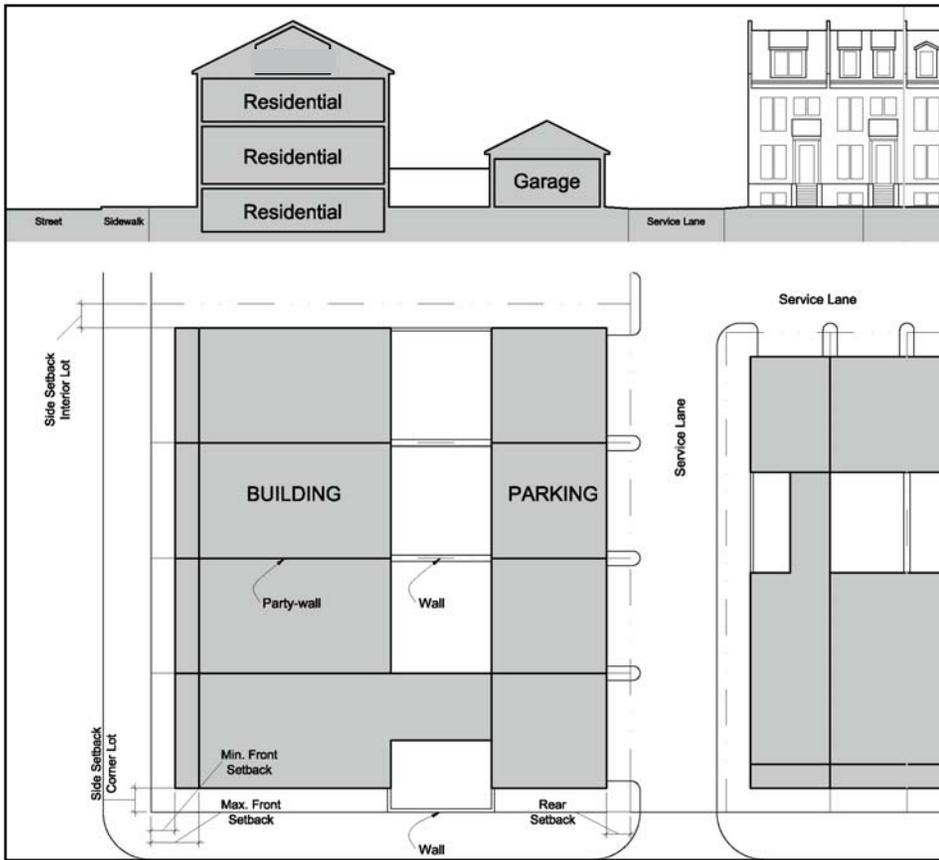
### Additional Standards.

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.
For DNDP:	In no case shall the back of a building face a street.
For Specific Plan (SP):	Require short setbacks along streets to preclude space for backyards. Incentivize covered porches and/or bay windows along streets by allowing them to encroach into setbacks.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.





**SUB DISTRICT 3.** (Refer to Maps on pages 112-115)

**Building Standards: Townhouse.**

**Bulk Provisions.**

Min. Lot Area: 1400 sq. ft.

**Setbacks.**

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
- Rear: 20 ft. min. for principle structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories.

**Parking, Loading, and Access.**

- Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.
- Parking Access: Side Street, or Alley.
- Parking Location: Behind. Garages required on corner lots and shall be built 5 ft. from rear property line.

**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

Maximum units per building: 6

Minimum units per building: 3

### SUB DISTRICT 3. (Refer to Maps on pages 112-115)

#### Building Standards: Townhouse Courts.

##### Bulk Provisions.

Min. Lot Area: NA

##### Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots; 6 ft. min. spacing between interior buildings.
- Rear: 20 ft. min. for principle structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories.

##### Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

##### Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

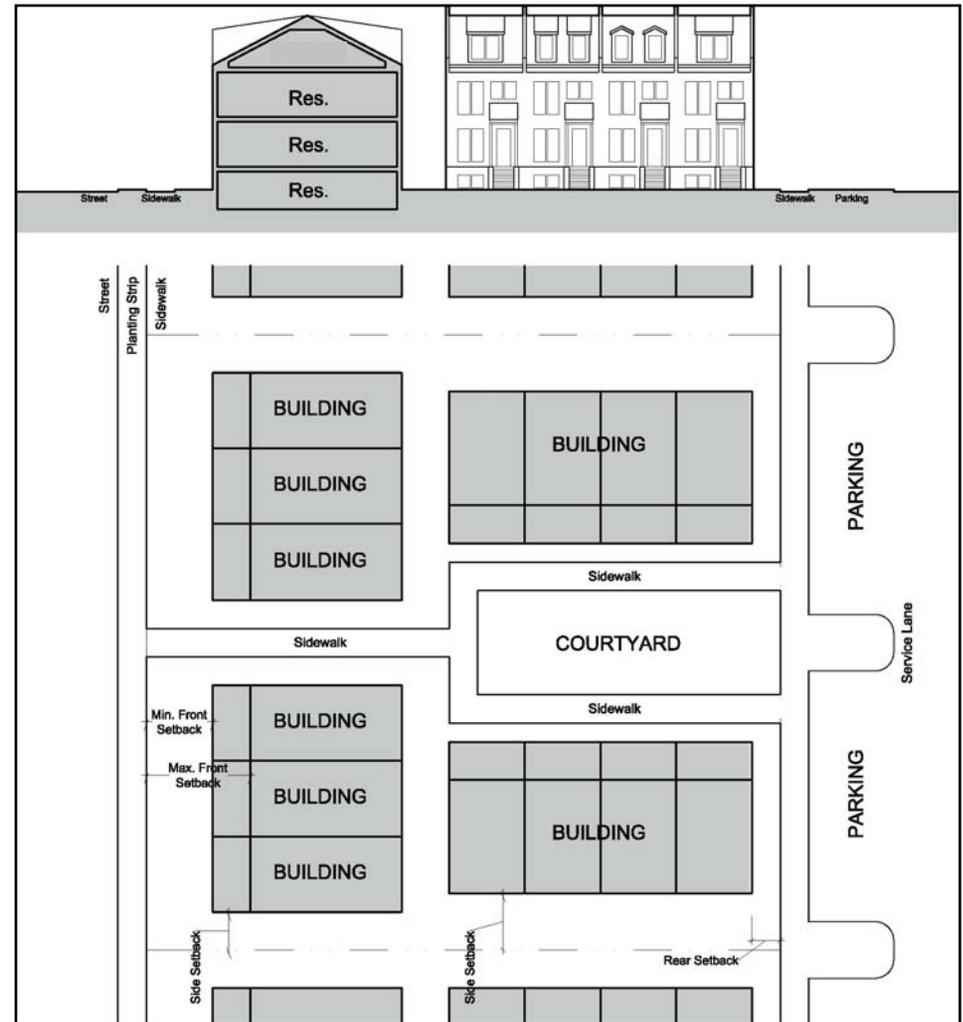
For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

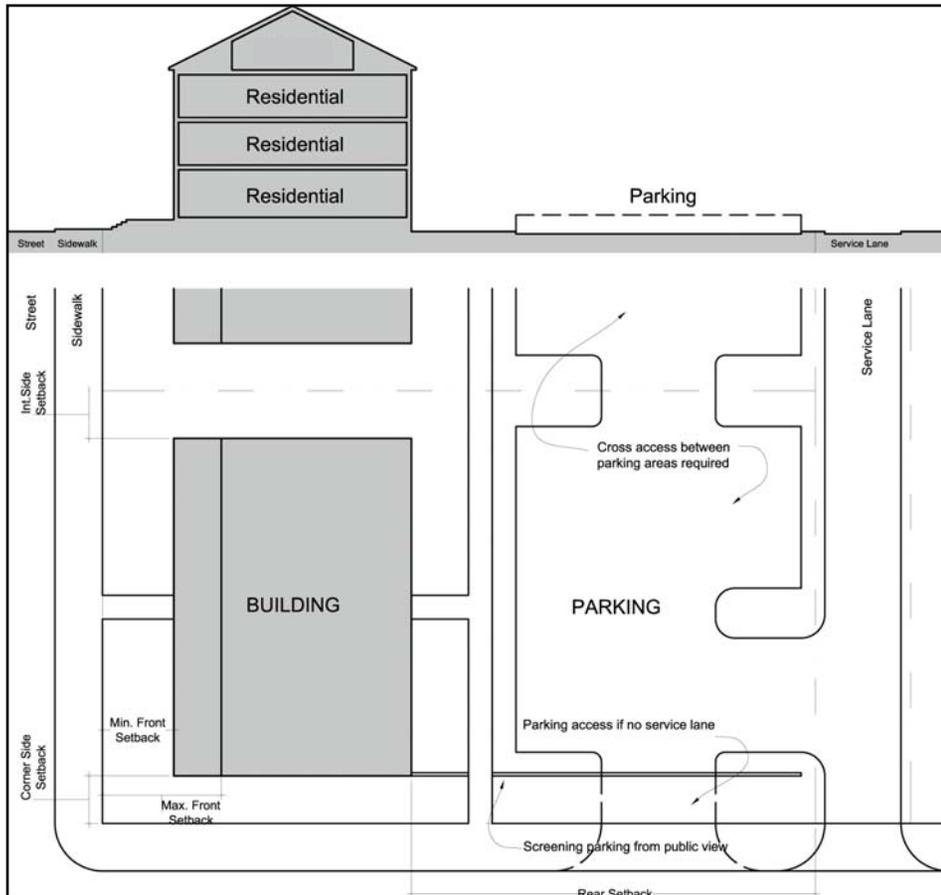
Maximum units per building: 6

Minimum units per building: 3

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.





**SUB DISTRICT 3.** (Refer to Maps on pages 112-115)

**Building Standards: Flats.**

**Bulk Provisions.**

Min. Lot Area: NA

**Setbacks.**

Front & Street Side: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min. on interior side and adjacent to alley.

Rear: 20 ft. min. for principal structure.

Maximum Height: 3 stories.

**Parking, Loading, and Access.**

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

### SUB DISTRICT 3. (Refer to Maps on pages 112-115)

## Building Standards: Courtyard Flats.

### Bulk Provisions.

Min. Lot Area: NA

### Setbacks.

Front & Side Street: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min. on interior side and adjacent to alley.

Rear: 20 ft. min. for principle structure.

Maximum Height: 3 stories.

### Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

### Additional Standards.

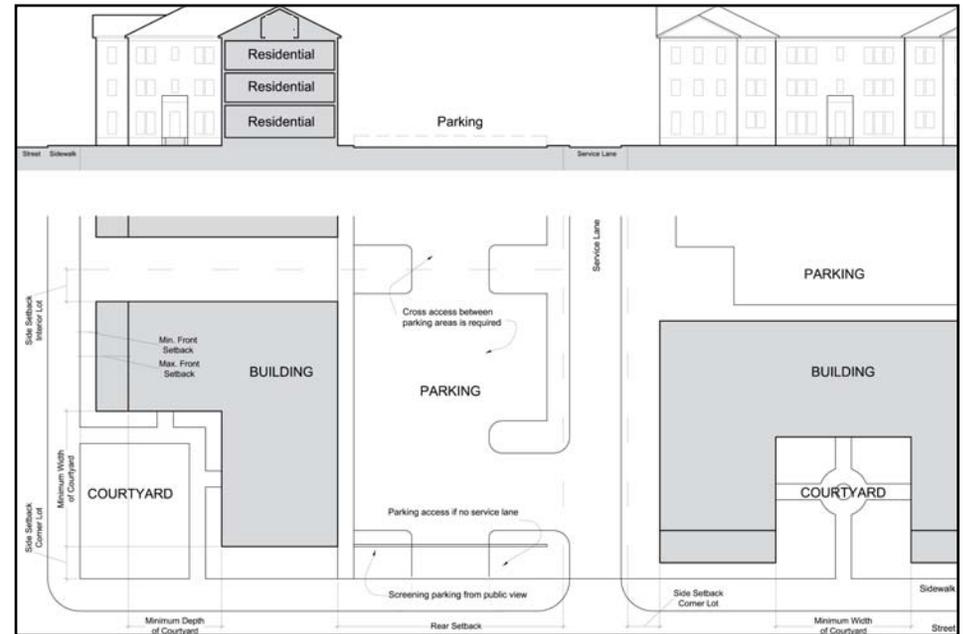
Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 feet above street grade.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.



## Subdistrict 4 – Mixed Housing Community Center

**Goal – To encourage additional residential opportunities, a mixture of housing types, a component of first-floor mixed use, and the redevelopment of properties in selected areas along the Nolensville Pike Corridor.**

### Objectives:

- 4.1 Redevelop properties within Subdistrict 4 with higher intensity townhouses, townhouse courts, flats, courtyard flats, manor houses or live/work buildings.
- 4.2 Allow site plans to include a component of first floor mixed use based on uses allowed in MUL.
- 4.3 Rezone properties within this subdistrict to SP with the density of RM40 - RM60 as they redevelop.
- 4.4 Limit building heights to five stories in this subdistrict as properties redevelop.
- 4.5 Encourage stacked flats in these locations to provide for single people or elderly people who no longer wish to climb stairs.
- 4.6 Locate residential buildings back slightly from Nolensville Pike to provide some distinction between the public realm of the sidewalk and the private realm of the residence, but close enough to the street to contribute to a safer and more active street.
- 4.7 Place buildings so that the primary pedestrian entrance is oriented to the street.
- 4.8 Access should be provided by alleys in order to limit curb cuts along streets.



Townhouses Above Mixed-Use:  
Birkdale Village, NC



Flats Above Retail



Townhouse Entrance from Sidewalk: Dallas, TX

## SUB DISTRICT 4. (Refer to Maps on pages 112-115)

### Building Standards: Townhouse.

#### Bulk Provisions.

Min. Lot Area:	1400 sq. ft.
Setbacks.	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
Rear:	20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.
Maximum Height:	3 stories in 45 ft.

#### Parking, Loading, and Access.

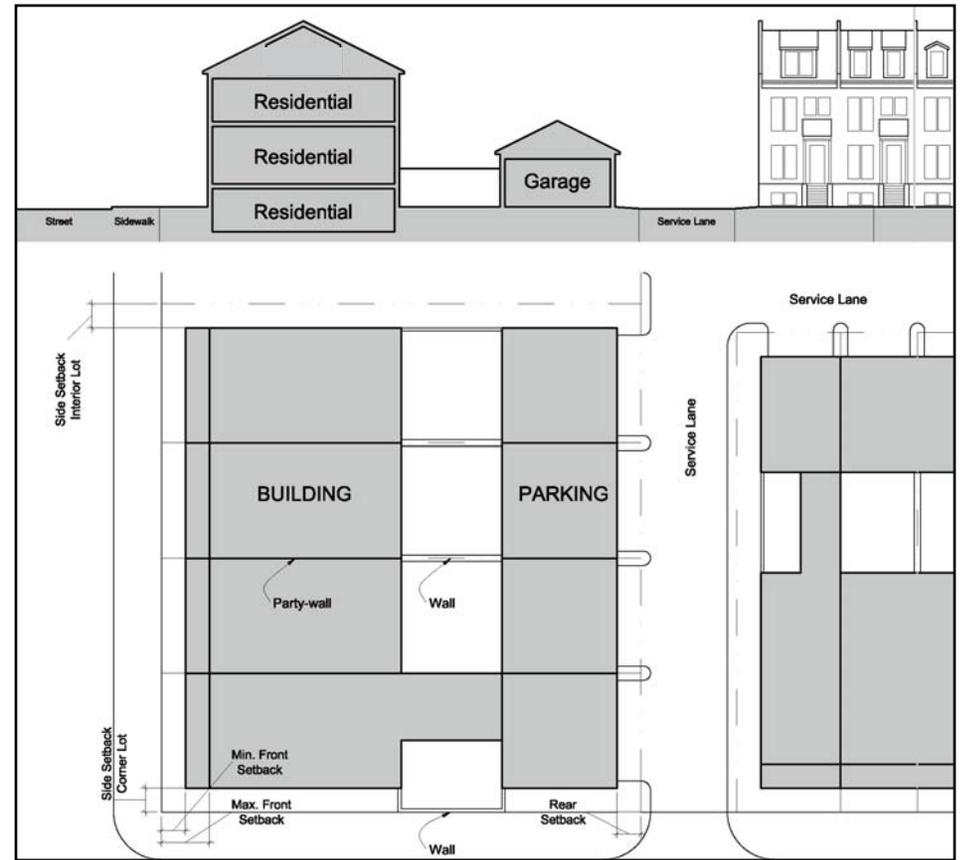
Parking Required:	2 spaces/ unit + 1 space for secondary dwelling unit.
Parking Access:	Side Street, or Alley.
Parking Location:	Behind. Parking is accessed directly from street. Garages required on corner lots and shall be built 5 ft. from rear property line.

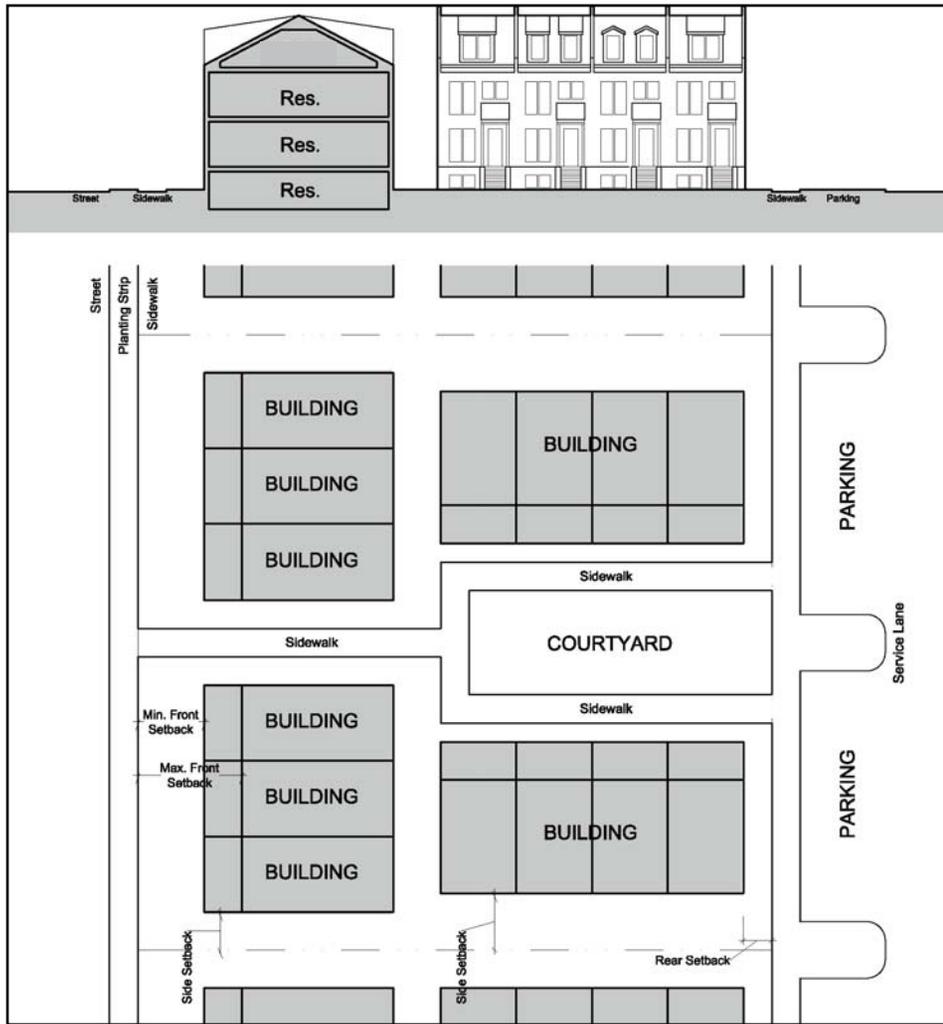
#### Additional Standards.

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

Maximum units per building: 6

Minimum units per building: 3





**SUB DISTRICT 4.** (Refer to Maps on pages 112-115)

**Building Standards: Townhouse Courts.**

**Bulk Provisions.**

Min. Lot Area: NA

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots; 6 ft. min. spacing between front of one building and side of other interior building.
- Rear: 20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories in 45 ft.

**Parking, Loading, and Access.**

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 feet above street grade.

Maximum units per building: 6

Minimum units per building: 3

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.

**SUB DISTRICT 4.** (Refer to Maps on pages 112-115)

**Building Standards: Flats.**

**Bulk Provisions.**

Min. Lot Area: NA

**Setbacks.**

Front & Side Street: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min. on interior side and adjacent to alley.

Rear: 20 ft. min. for principal structure.

Maximum Height: 5 stories in 75 ft.

**Parking, Loading, and Access.**

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

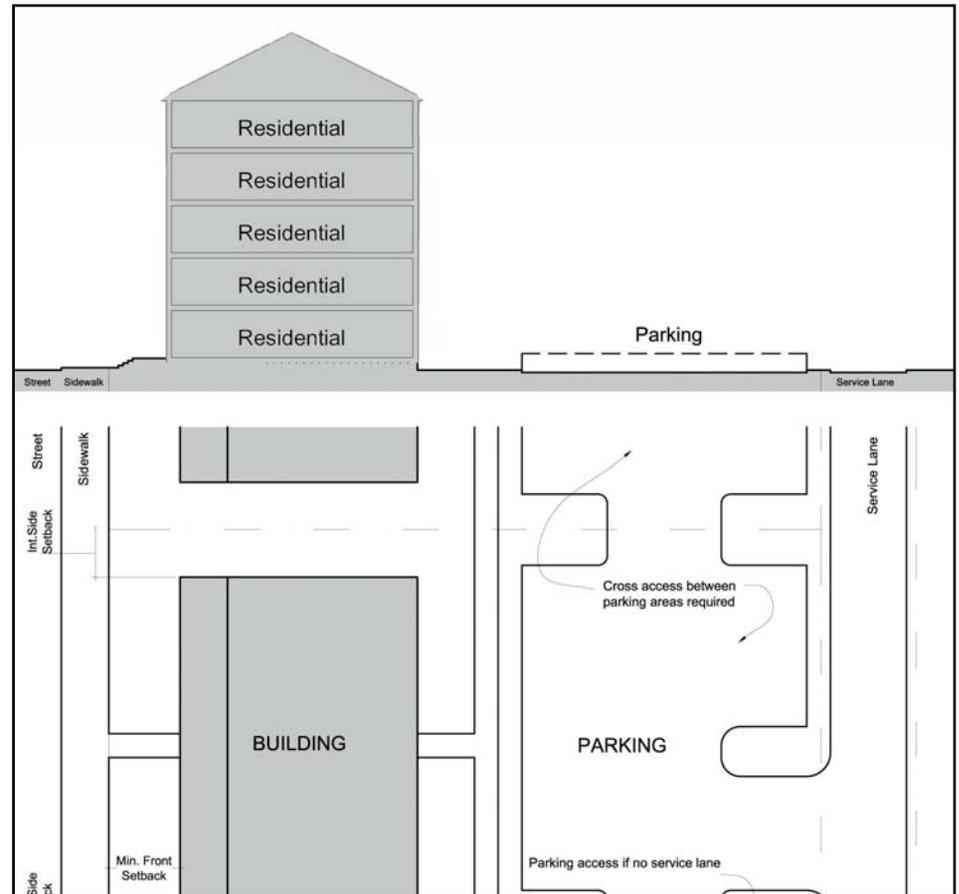
Parking Location: Rear of lot and screened from public right of way.

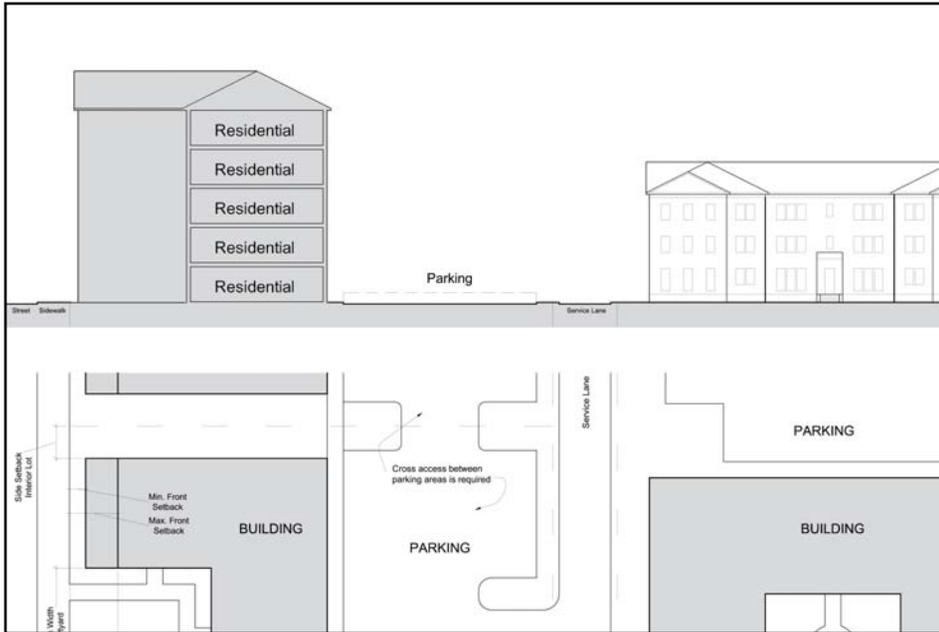
**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.





**SUB DISTRICT 4.** (Refer to Maps on pages 112-115)

**Building Standards: Courtyard Flats.**

**Bulk Provisions.**

Min. Lot Area: NA

**Setbacks.**

Front & Steet Side: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min. on interior side and adjacent to alley.

Rear: 20 ft. min. for principle structure.

Maximum Height: 5 stories in 75 ft.

**Parking, Loading, and Access.**

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.

**SUB DISTRICT 4.** (Refer to Maps on pages 112-115)

**Building Standards: Manor House.**

**Bulk Provisions.**

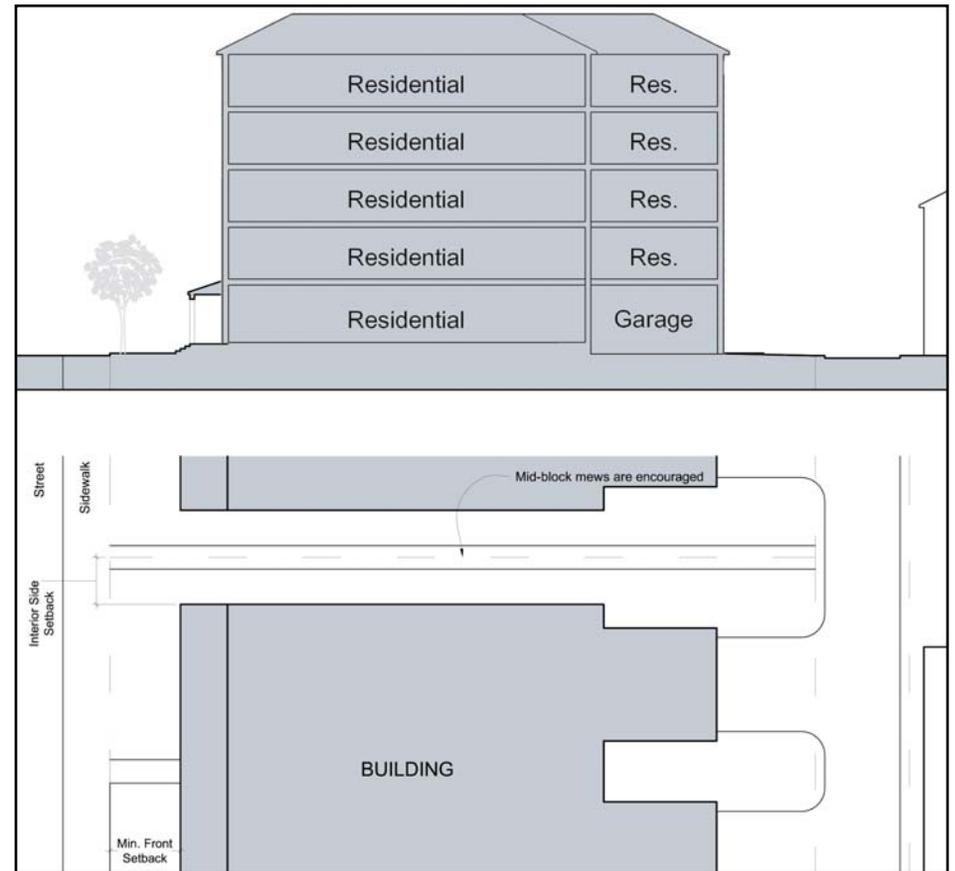
Min. Lot Area:	NA
Setbacks.	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min.
Rear:	20 ft. min. for principal structure.
Maximum Height:	5 stories in 75 ft.

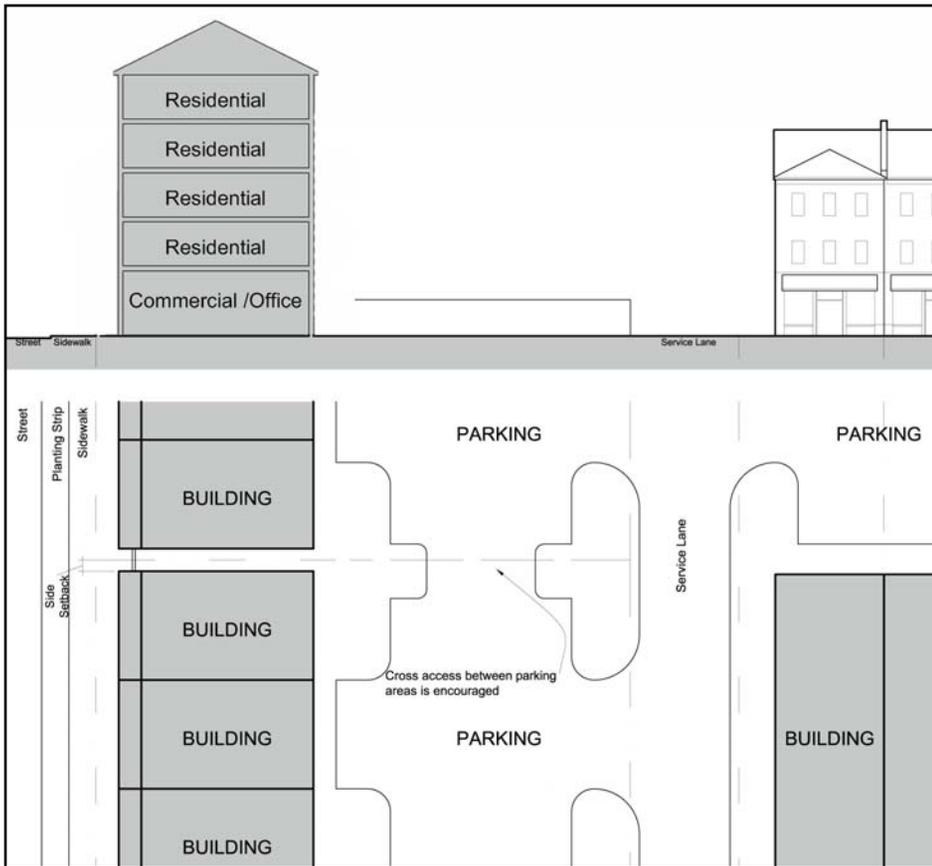
**Parking, Loading, and Access.**

Parking Required:	1.5 spaces per unit.
Parking Access:	Side Street, or Alley.
Parking Location:	Behind and screened from public right of way.

**Additional Standards.**

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.





**SUB DISTRICT 4.** (Refer to Maps on pages 112-115)

**Building Standards: Live/Work.**

**Bulk Provisions.**

- Min. Lot Area: NA
- Setbacks.
  - Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
  - Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
  - Rear: 20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.
- Maximum Height: 5 stories in 75 ft.

**Parking, Loading, and Access.**

- Parking Required: According to UZO.
- Parking Access: Side Street, or Alley.
- Parking Location: Behind Principal Structure.

**Additional Standards.**

Building shall have a minimum first floor height of 12 ft.

## Subdistrict 5 – Mixed Use Neighborhood Center

**Goal – To establish a neighborhood-scale center of activity within the neighborhood to serve the daily needs of residents.**

### Objectives:

- 5.1 Redevelop a neighborhood center at the intersection of Foster and Joyner to create a center of activity with a mixture of retail, office and residential uses. Appropriate building types are flats, courtyard flats, townhouses, townhouse courts, mixed use/commercial or live/work.
- 5.3 Rezone properties within Subdistrict 5 to SP using the zoning districts of MUN, MUL, OR20 or RM20 as guides.
- 5.4 Limit building heights to three stories.
- 5.5 Create buildings that are pedestrian-friendly with uses that cater to the neighborhoods. Smaller retail uses, such as coffee shops, small restaurants, dry cleaners, small book stores, corner markets and barber shops are appropriate in these locations. Other uses may include apartments, condominiums or small professional offices. Civic uses that may be appropriate would include post office, library, police precinct, church or school.
- 5.6 Mixed use buildings should have retail or office on the first floor and residential uses above.
- 5.7 Locate buildings close to the street as appropriate in order to create a comfortable and interesting pedestrian environment.
- 5.8 Place buildings so that the primary pedestrian entrance is oriented to the street.
- 5.9 Create a unique sense of place at neighborhood centers by constructing buildings of the appropriate scale with proper orientation.
- 5.10 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- 5.11 Access should be provided by alleys in order to limit curb cuts along streets.



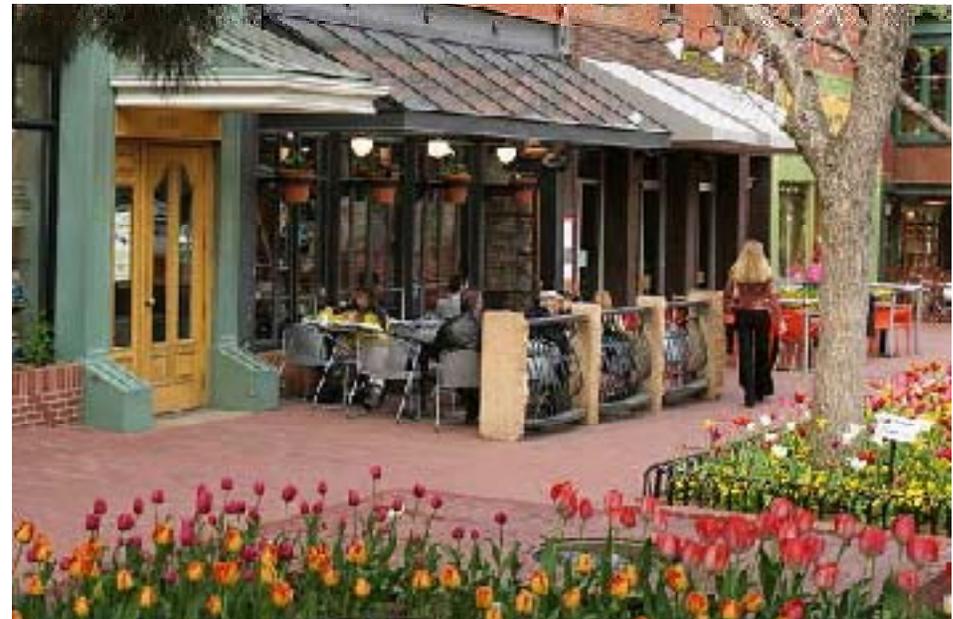
Townhouses



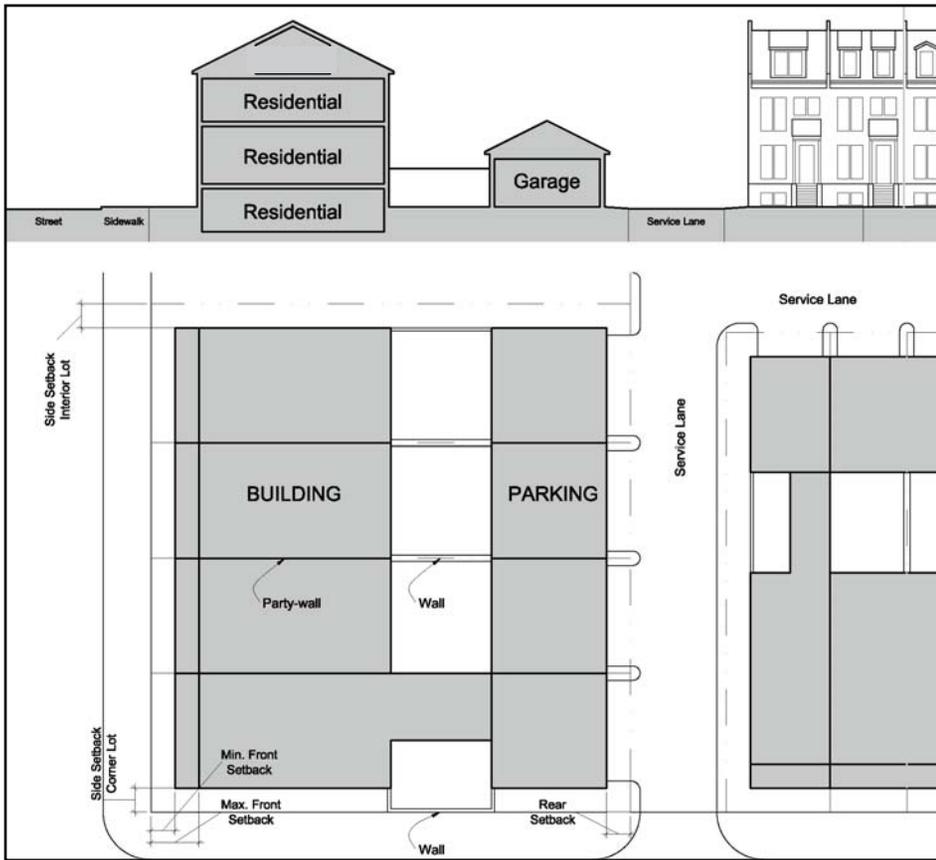
Courtyard Flats



First Floor Retail with Residences Above



Outdoor Dining in First Floor of Mixed Use Building: Boulder, CO



**SUB DISTRICT 5.** (Refer to Maps on pages 112-115)

**Building Standards: Townhouse.**

**Bulk Provisions.**

Min. Lot Area: 1400 sq. ft.

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
- Rear: 20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories in 45 ft.

**Parking, Loading, and Access.**

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Side Street, or Alley.

Parking Location: Parking is placed behind principal buildings (opposite side to street). Garages required on corner lots and shall be built 5 ft. from rear property line.

**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

Maximum units per building: 6

Minimum units per building: 3

## SUB DISTRICT 5. (Refer to Maps on pages 112-115)

### Building Standards: Townhouse Courts.

#### Bulk Provisions.

Min. Lot Area: NA

#### Setbacks.

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County; min. 6ft. from front of one unit to side of another interior building.

Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.

Rear: 20 ft. min. for principle structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories in 45 ft.

#### Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

#### Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

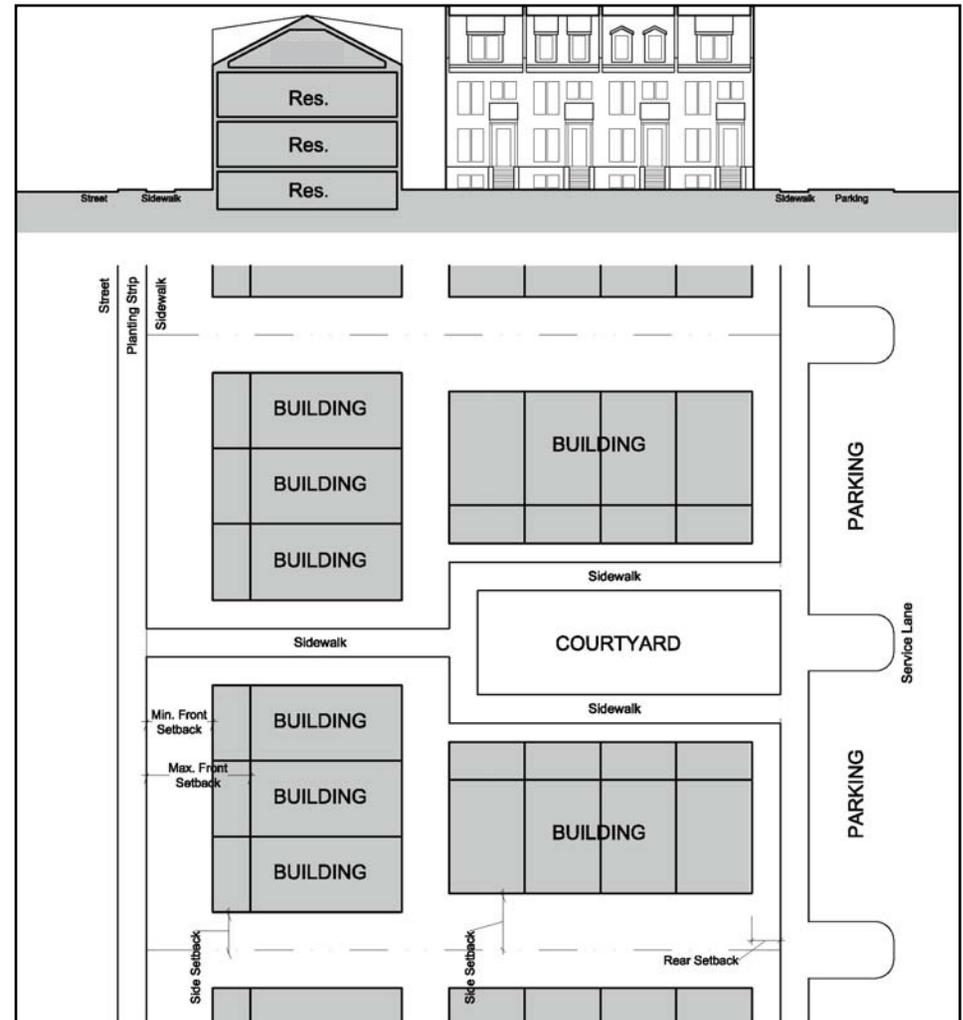
For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

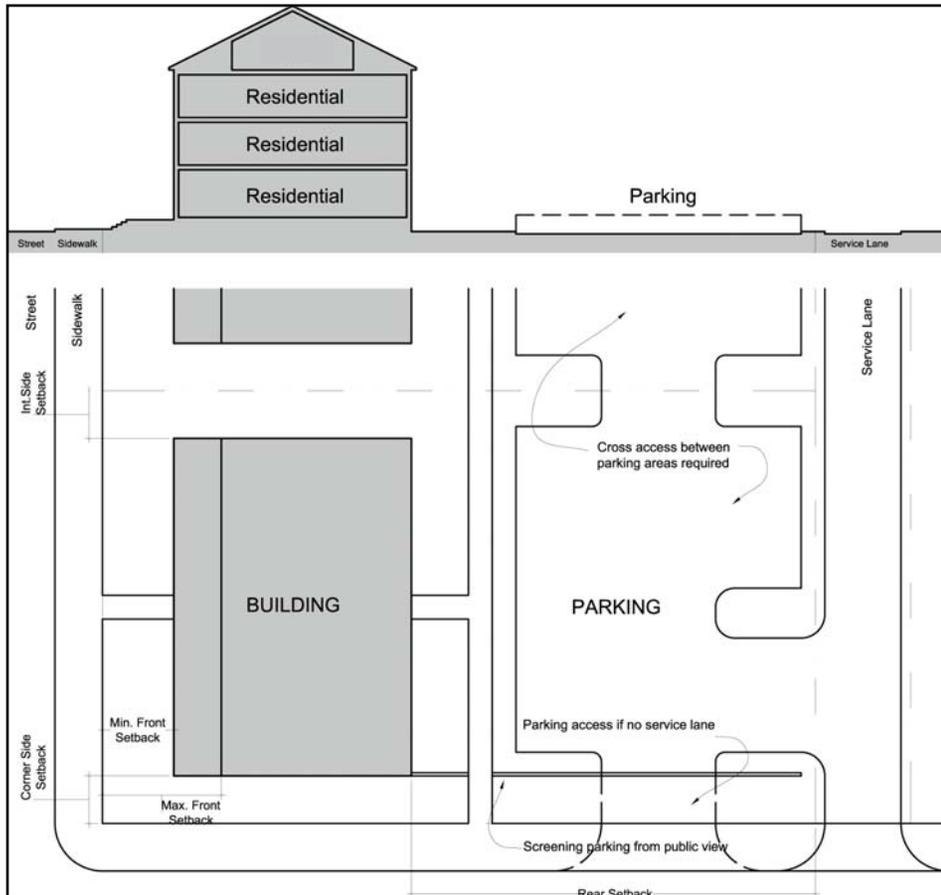
Maximum units per building: 6

Minimum units per building: 3

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.





**SUB DISTRICT 5.** (Refer to Maps on pages 112-115)

**Building Standards: Flats.**

**Bulk Provisions.**

Min. Lot Area:	NA
Setbacks:	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min. on interior side and adjacent to alley.
Rear:	20 ft. min. for principle structure.
Maximum Height:	3 stories in 45 ft.

**Parking, Loading, and Access.**

Parking Required:	1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.
Parking Access:	Side Street, or Alley.
Parking Location:	Rear of lot and screened from public right of way.

**Additional Standards.**

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

## SUB DISTRICT 5. (Refer to Maps on pages 112-115)

### Building Standards: Courtyard Flats.

#### Bulk Provisions.

Min. Lot Area:	NA
Setbacks.	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min. on interior side and adjacent to alley.
Rear:	20 ft. min. for principal structure.
Maximum Height:	3 stories in 45 ft.

#### Parking, Loading, and Access.

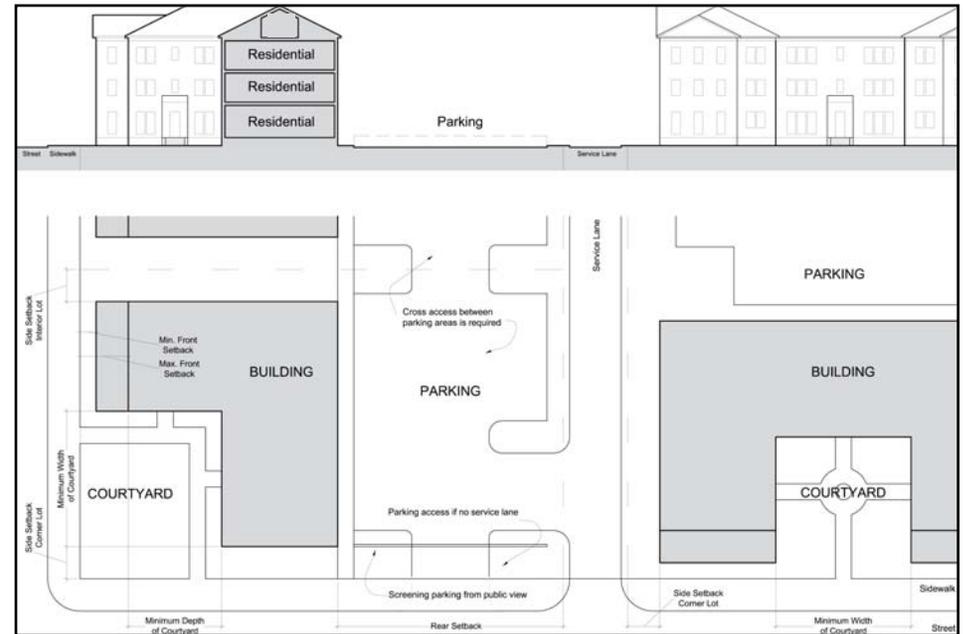
Parking Required:	1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.
Parking Access:	Side Street, or Alley.
Parking Location:	Rear of lot and screened from public right of way.

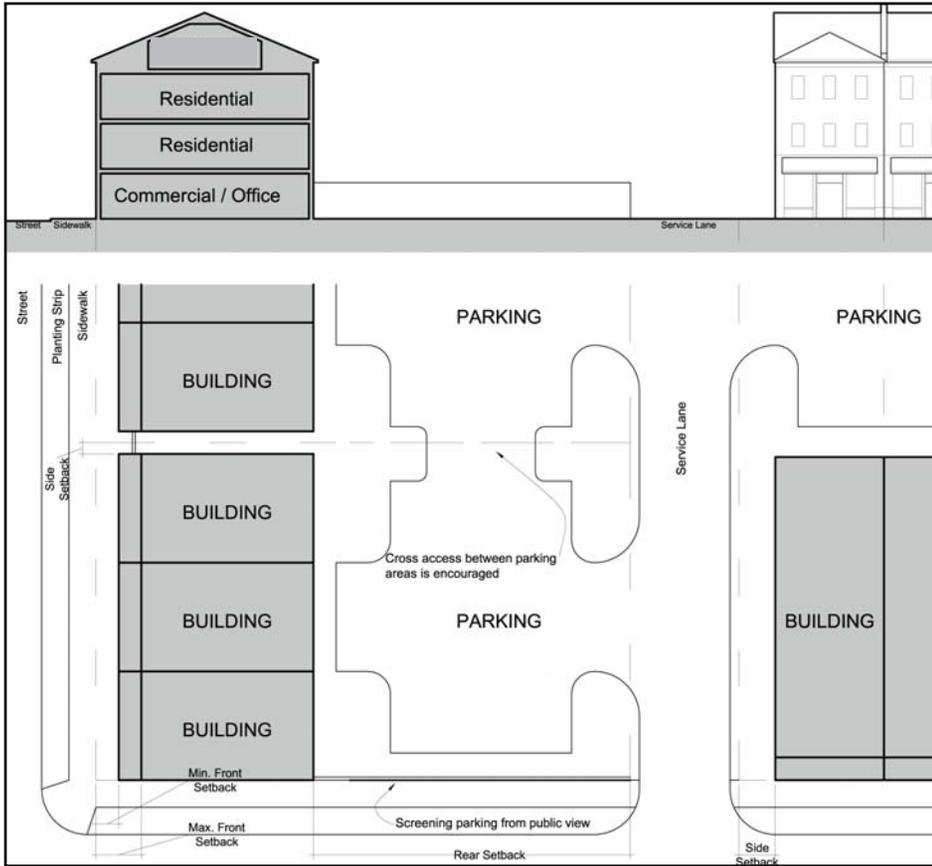
#### Additional Standards.

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.





**SUB DISTRICT 5.** (Refer to Maps on pages 112-115)

**Building Standards: Live/Work.**

**Bulk Provisions.**

Min. Lot Area: NA

Setbacks:

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
- Rear: 20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories in 45 ft.

**Parking, Loading, and Access.**

Parking Required: According to UZO.

Parking Access: Side Street, or Alley.

Parking Location: Behind.

**Additional Standards.**

Building shall have a minimum first floor height of 12 ft.

**SUB DISTRICT 5.** (Refer to Maps on pages 112-115)  
**Building Standards: Mixed Use/Commercial.**

**Bulk Provisions.**

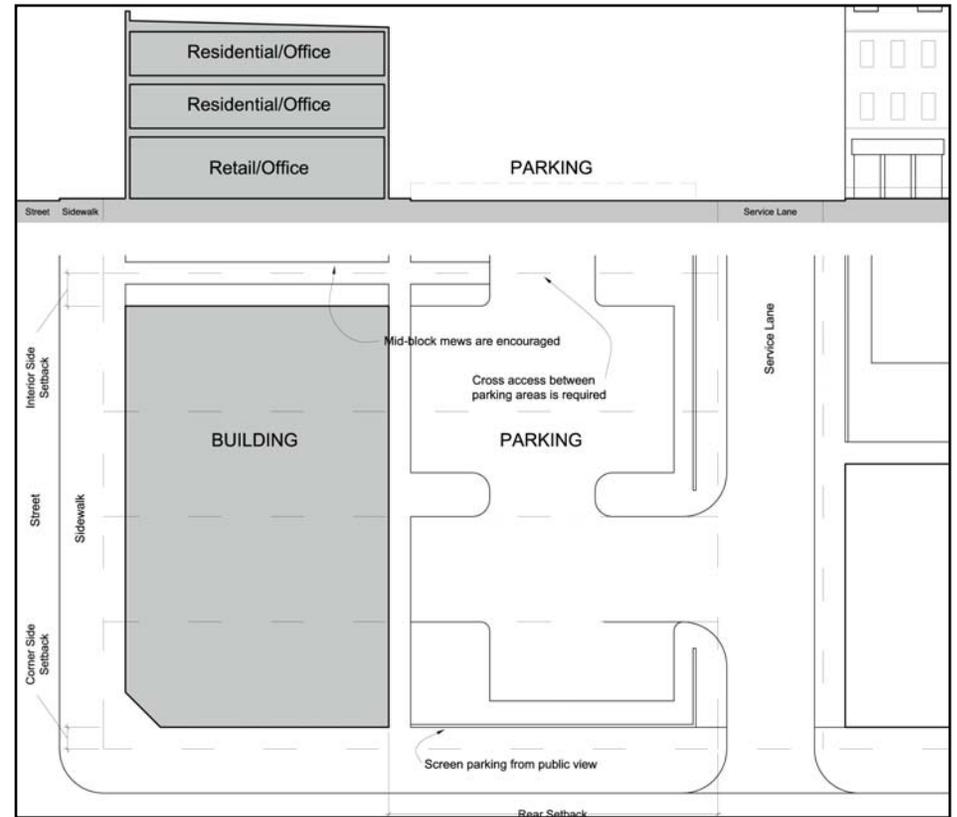
- Min. Lot Area: NA
- Setbacks.
- Front: 0 ft. min.- 10 ft. max.
  - Side: 0 ft. min.
  - Rear: 5 ft. min.
- Maximum Height: 3 stories in 45 ft.

**Parking, Loading, and Access.**

- Parking Required: According to the UZO.
- Parking Access: Side Street, or Alley.
- Parking Location: Behind or Beneath.

**Additional Standards.**

Main (public) entrances shall be located on the street.



## Subdistrict 6 – Mixed Use

**Goal – To create mixed use, walkable centers of activity along the Nolensville Pike Corridor.**

### Objectives:

- 6.1 Redevelop properties with a mixture of retail, office and residential uses that are appropriately scaled for this heavily traveled street. Appropriate building types are flats, courtyard flats, mixed use/commercial and live/work.
- 6.2 Rezone properties within this subdistrict to SP with the zoning districts of MUL, OR20 or RM20 as guides.
- 6.3 Limit building heights to four stories in this subdistrict as properties redevelop.
- 6.4 Construct buildings that contain predominantly commercial and mixed use development with offices and/or residential above ground level commercial. Larger retail uses, such as grocery stores, large sit-down restaurants, pharmacies, office-supply stores, department stores, etc., are appropriate in these locations. Office and residential uses on the upper floors can provide opportunities to live and work in the same area.
- 6.5 Residential development within this subdistrict, that is not above commercial or offices, should be higher intensity flats. Stand-alone office buildings should also be relatively intense.
- 6.6 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- 6.7 Access should be provided by alleys in order to limit curb cuts along streets.



Corner Retail with Offices Above: Wantage, NJ



Mixed Use Building with Street Trees and Pedestrian-Scaled Lighting



Outdoor Dining in First Floor of Mixed Use Building

**SUB DISTRICT 6.** (Refer to Maps on pages 112-115)

**Building Standards: Flats.**

**Bulk Provisions.**

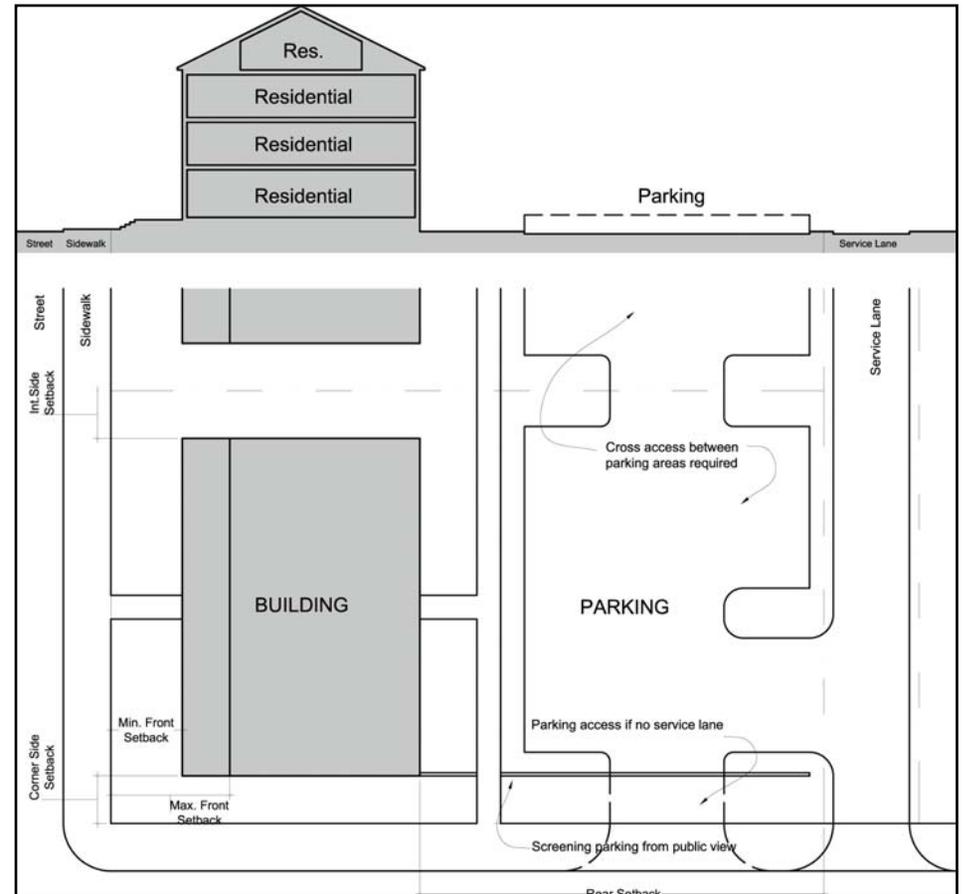
Min. Lot Area: NA  
Setbacks.  
Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.  
Side: 5 ft. min. on interior side and adjacent to alley.  
Rear: 20 ft. min. for principal structure.  
Maximum Height: 4 stories in 60 ft.

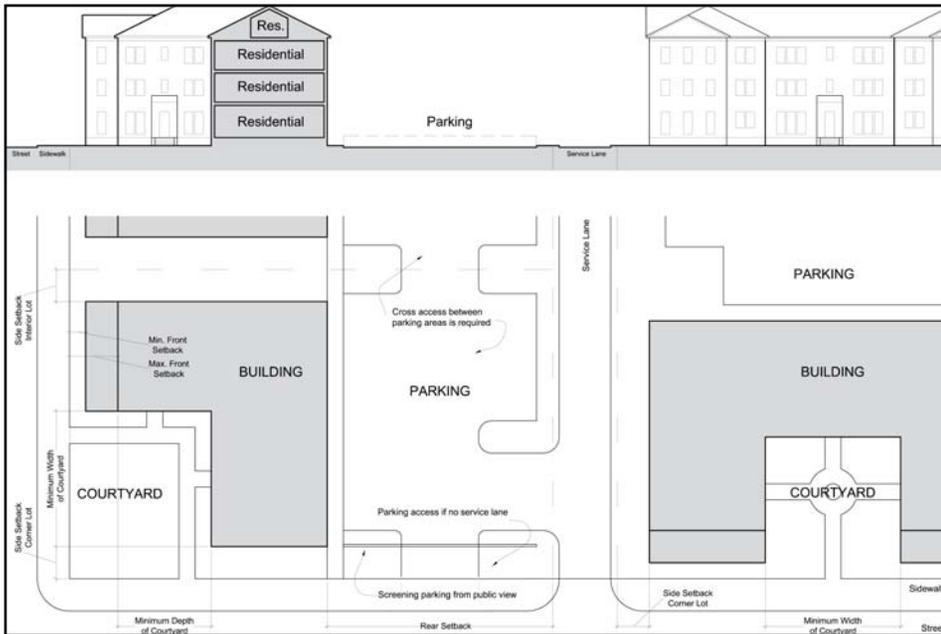
**Parking, Loading, and Access.**

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.  
Parking Access: Side Street, or Alley.  
Parking Location: Rear of lot and screened from public right of way.

**Additional Standards.**

Raised Foundations: 18 in. min.- 48 in. max.  
For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.  
For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.





**SUB DISTRICT 6.** (Refer to Maps on pages 112-115)  
**Building Standards: Courtyard Flats.**

**Bulk Provisions.**

Min. Lot Area:	NA
Setbacks:	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min. on interior side and adjacent to alley.
Rear:	20 ft. min. for principle structure.
Maximum Height:	4 stories in 60 ft.

**Parking, Loading, and Access.**

Parking Required:	1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.
Parking Access:	Side Street, or Alley.
Parking Location:	Rear of lot and screened from public right of way.

**Additional Standards.**

- Raised Foundations: 18 in. min.- 48 in. max.
- For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
- For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.
- The width of the central open space, measured between buildings, shall be no less than the height of the buildings.
- Parking, driveways, and detention areas shall not be located within the central open space.

**SUB DISTRICT 6.** (Refer to Maps on pages 112-115)

**Building Standards: Live/Work.**

**Bulk Provisions.**

Min. Lot Area: NA

Setbacks.

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.

Rear: 20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 4 stories in 60 ft.

**Parking, Loading, and Access.**

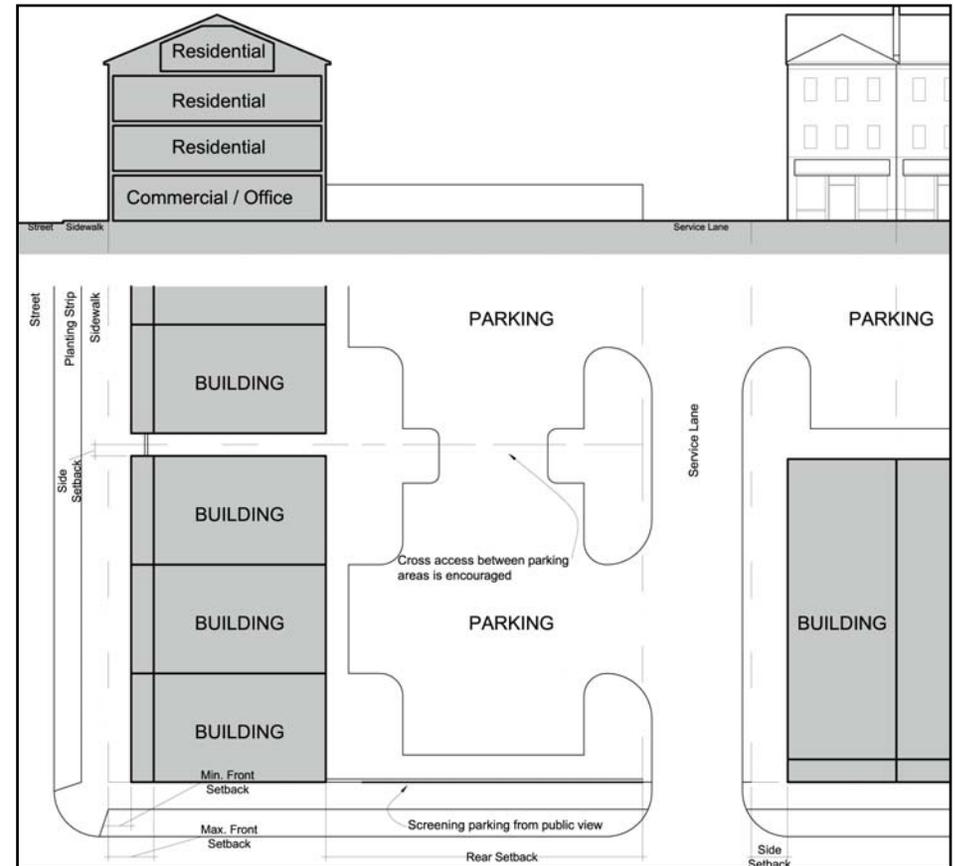
Parking Required: According to UZO.

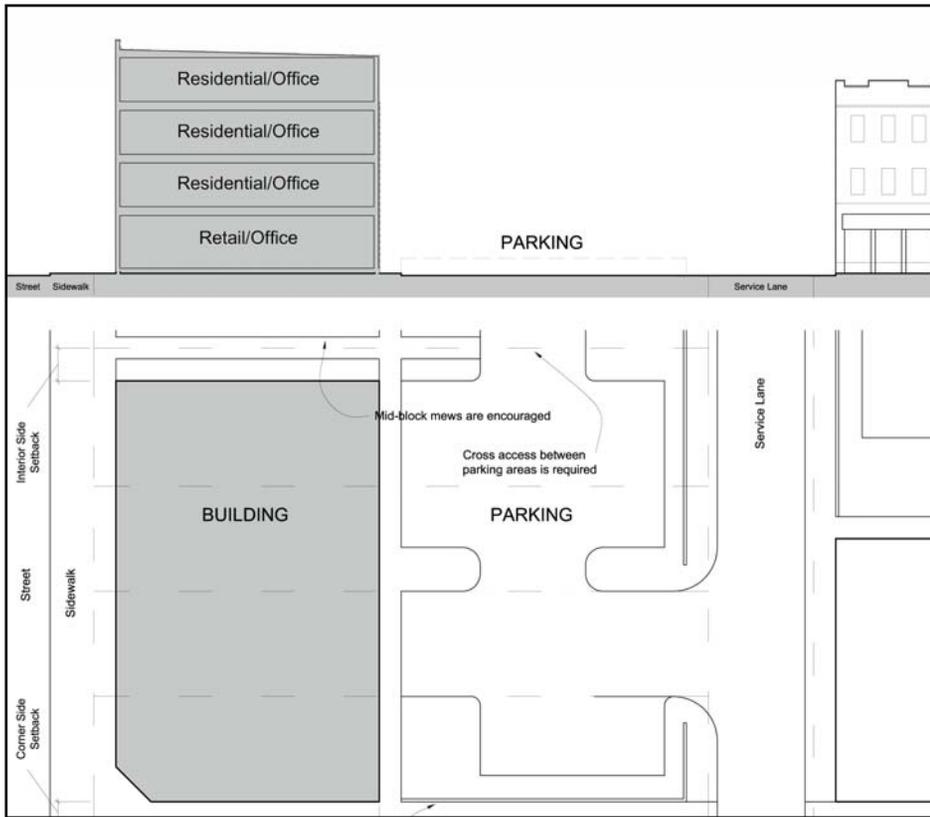
Parking Access: Side Street, or Alley.

Parking Location: Behind.

**Additional Standards.**

Building shall have a minimum first floor height of 12 ft.





**SUB DISTRICT 6.** (Refer to Maps on pages 112-115)  
**Building Standards: Mixed Use/Commercial.**

**Bulk Provisions.**

Min. Lot Area:	NA
Setbacks:	
Front:	0 ft. min.- 10 ft. max.
Side:	0 ft. min.
Rear:	5 ft. min.
Maximum Height:	4 stories in 60 ft.

**Parking, Loading, and Access.**

Parking Required:	According to the UZO.
Parking Access:	Side Street, or Alley.
Parking Location:	Behind or Beneath.

**Additional Standards.**

Main (public) entrances shall be located on the street.

## Subdistrict 7 – Mixed Use Community Center

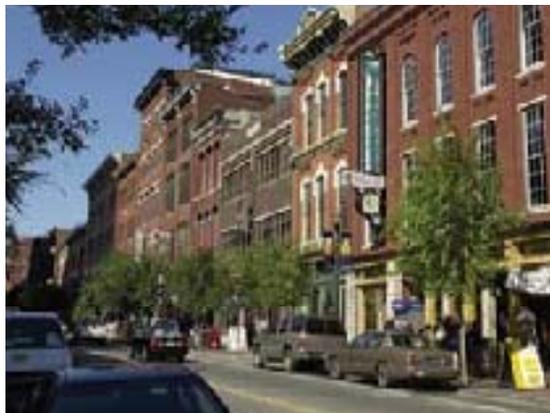
**Goal – To create an intense, mixed use walkable center of activity at the intersection of Nolensville Pike and Thompson Lane.**

### Objectives:

- 7.1 Redevelop properties with a mixture of retail, office and residential uses that are appropriately scaled for these heavily traveled streets. Appropriate building types are flats, courtyard flats and mixed use/commercial.
- 7.2 Rezone properties within this subdistrict to SP with the zoning districts of MUG or ORI as guides.
- 7.3 Limit building heights to six stories.
- 7.4 Construct buildings that contain predominantly commercial and mixed use development with offices and/or residential above ground level commercial. Larger retail uses, such as grocery stores, large sit-down restaurants, pharmacies, office-supply stores, department stores, etc., are appropriate in these locations. Office or residential uses on the upper floors can provide opportunities to live and work in the same area.
- 7.5 Residential development within this subdistrict, that is not above retail or offices, should be higher intensity flats. Stand-alone office buildings should also be intense.
- 7.6 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- 7.7 Access should be provided by alleys in order to limit curb cuts along streets.



Pleasant Shopping Experience: Lake Oswego, OR



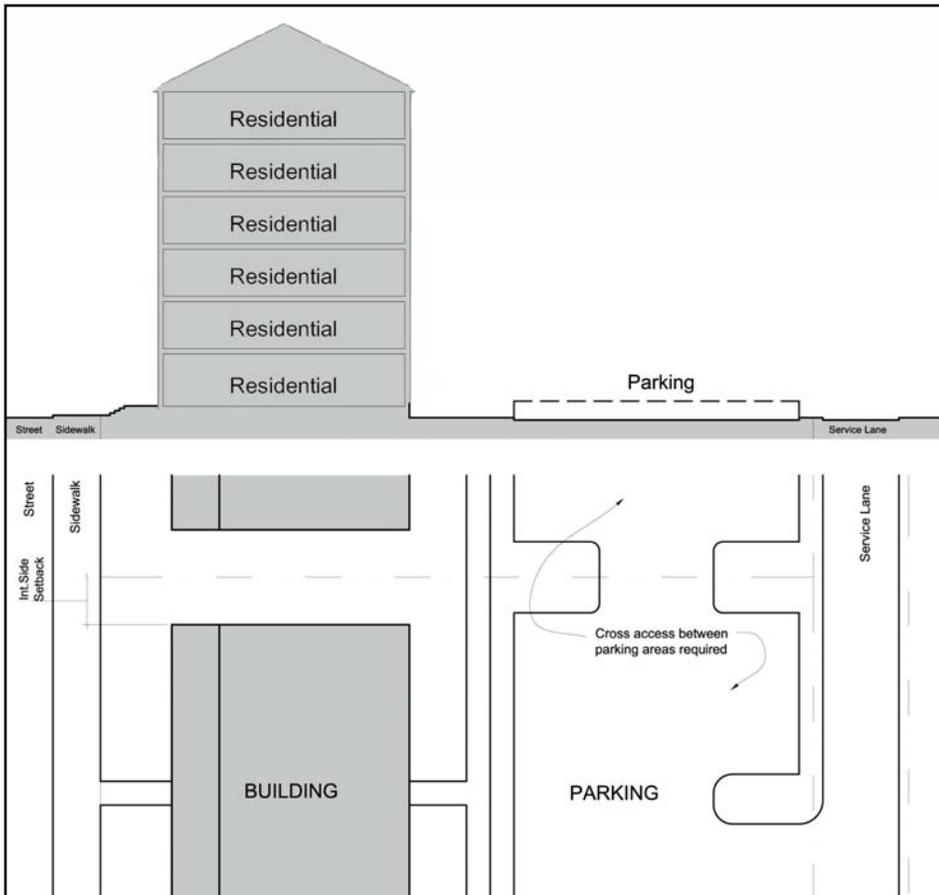
Retail with Offices and Residences Above



Corner Retail in Mixed Use Building: Portland, OR

Retail with Offices Above; Attractive Street Furniture





**SUB DISTRICT 7.** (Refer to Maps on pages 112-115)

**Building Standards: Flats.**

**Bulk Provisions.**

Min. Lot Area:	NA
Setbacks:	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min. on interior side and adjacent to alley.
Rear:	20 ft. min. for principal structure.
Maximum Height:	6 stories in 90 ft.

**Parking, Loading, and Access.**

Parking Required:	1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.
Parking Access:	Side Street, or Alley.
Parking Location:	Rear of lot and screened from public right of way.

**Additional Standards.**

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

## SUB DISTRICT 7. (Refer to Maps on pages 112-115)

### Building Standards: Courtyard Flats.

#### Bulk Provisions.

Min. Lot Area:	NA
Setbacks.	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min. on interior side and adjacent to alley.
Rear:	20 ft. min. for principle structure.
Maximum Height:	6 stories in 90 ft.

#### Parking, Loading, and Access.

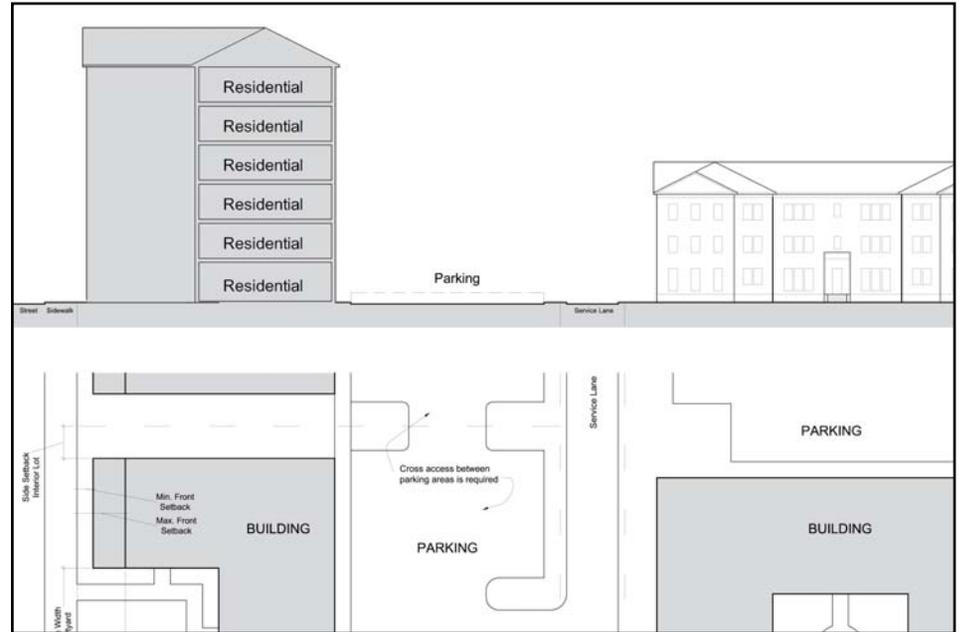
Parking Required:	1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.
Parking Access:	Side Street, or Alley.
Parking Location:	Rear of lot and screened from public right of way.

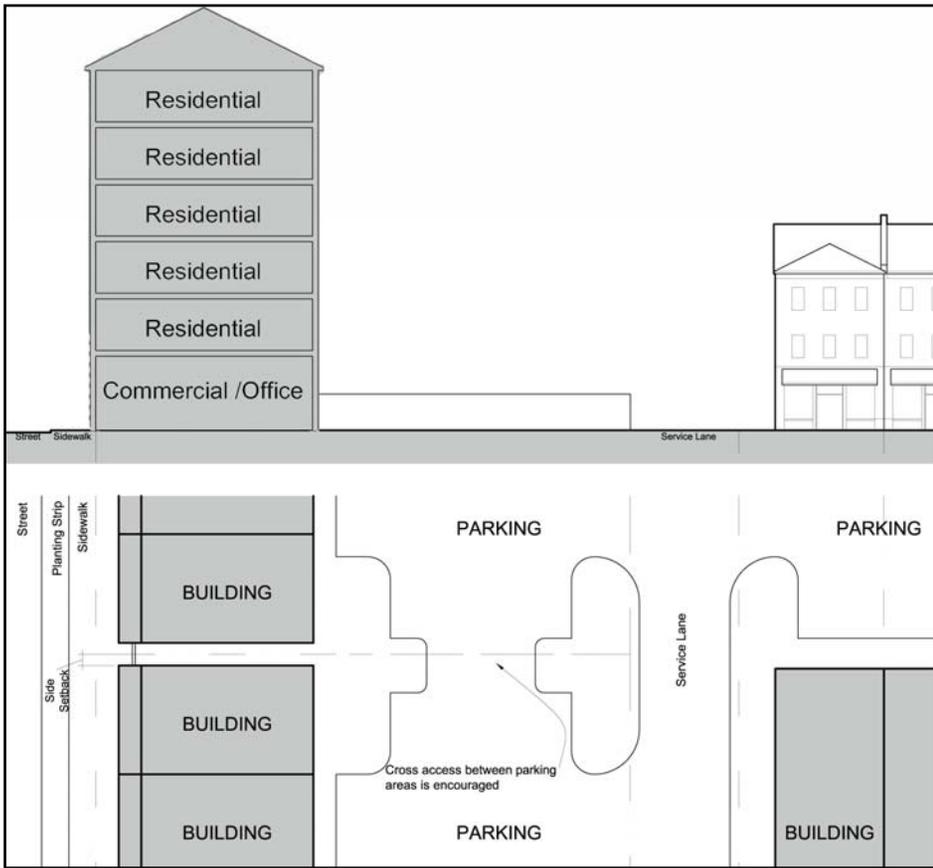
#### Additional Standards.

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 feet above street grade.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.





**SUB DISTRICT 7.** (Refer to Maps on pages 112-115)

**Building Standards: Live/Work.**

**Bulk Provisions.**

- Min. Lot Area: NA
- Setbacks.
  - Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
  - Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
  - Rear: 20 ft. min. for principle structure. 5 ft. or greater than 15 ft. for garages.
- Maximum Height: 6 stories in 90 ft.

**Parking, Loading, and Access.**

- Parking Required: According to UZO.
- Parking Access: Side Street, or Alley.
- Parking Location: Behind.

**Additional Standards.**

Building shall have a minimum first floor height of 12 ft.

**SUB DISTRICT 7.** (Refer to Maps on pages 112-115)  
**Building Standards: Mixed Use/Commercial.**

**Bulk Provisions.**

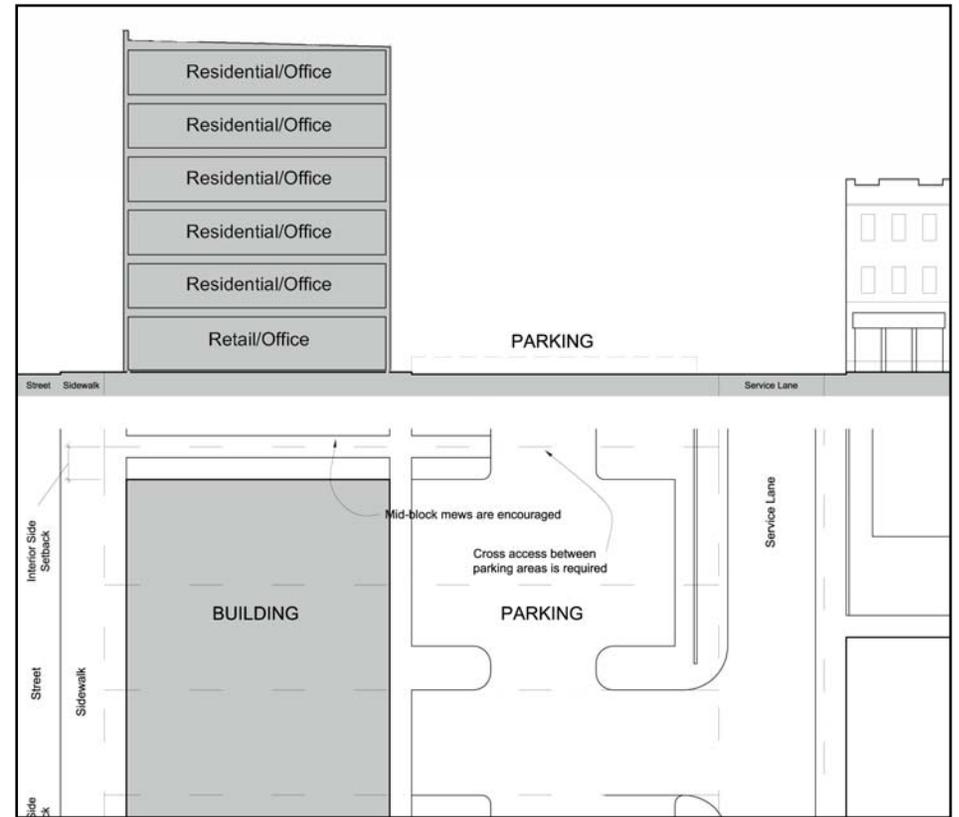
Min. Lot Area: NA  
Setbacks:  
    Front: 0 ft. min.- 10 ft. max.  
    Side: 0 ft. min.  
    Rear: 5 ft. min.  
Maximum Height: 6 stories in 90 ft.

**Parking, Loading, and Access.**

Parking Required: According to the UZO.  
Parking Access: Side Street, or Alley.  
Parking Location: Behind or Beneath.

**Additional Standards.**

Main (public) entrances shall be located on the street.



## Subdistrict 8 – Office Transitional Buffer

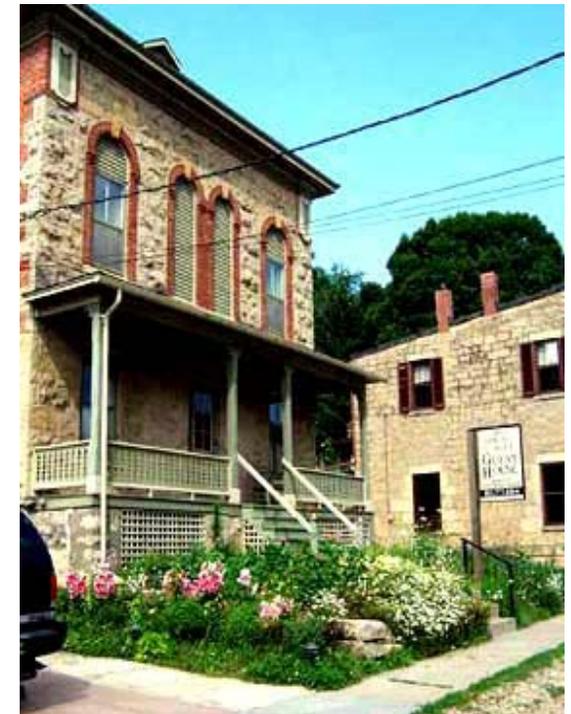
**Goal – To provide a buffer between more intense uses, such as commercial and industrial, and single-family residential.**

### Objectives:

- 8.1 Rezone properties to SP with the zoning district OR20 as a guide as they redevelop.
- 8.2 Work with Planning Staff to determine the appropriate character of new development to ensure a successful transition between divergent land uses. Items to consider include height, massing, access, parking, signage, lighting and landscaping/buffering.



Examples of Low-Rise Office Buildings along with Residential Uses



## Subdistrict 9 – Parks and Open Space

**Goal – To provide parks of varying sizes and functions that meet the needs of residents.**

### Objectives:

- 9.1 Provide parks of varying sizes and functions that meet the needs of area residents. Current zoning regulations and the Parks and Greenways Master Plan govern the character and design of parks and open spaces.
- 9.2 Improve pedestrian connections to the parks, including additional sidewalks and crosswalks.
- 9.3 Make Radnor Reservoir into a neighborhood park. Include a pedestrian connection at the end of Meade that links this park to the park behind New Song Church.
- 9.4 Improve the neighborhood park at Burbank and Oriel.
- 9.5 Provide a pedestrian link that links Burbank Avenue to Coleman Park.
- 9.6 Include a dog park as a component of Coleman Park if appropriate.



Shelby Park's Popular Dog Park: Nashville, TN



Warner Park: Nashville, TN



Small Park along a Corridor

## Subdistrict 10 – Light Industrial

**Goal – To recognize and preserve an existing area of light industrial that is adjacent to Radnor Yards.**

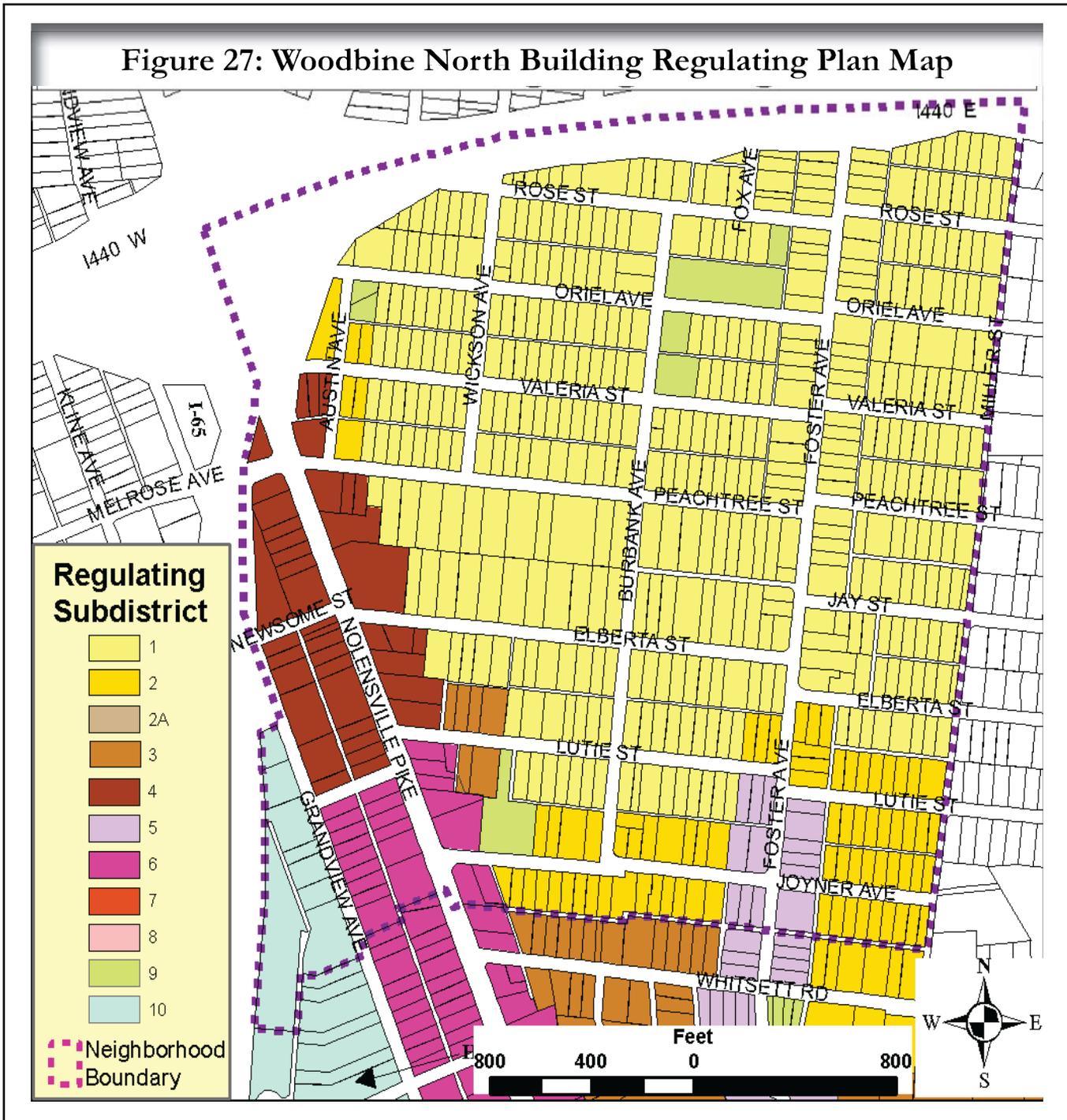
### Objective:

- 9.1 Work with Planning Staff to determine the appropriate character of new development that provides an opportunity for light industrial that is thoughtfully designed with regard to surrounding uses. To ensure compatibility, items to consider include intensity of use, height, massing, access, parking, signage, lighting and landscaping/buffering.



Examples of Light Industrial Buildings

Figure 27: Woodbine North Building Regulating Plan Map



**Figure 28: Woodbine South Building Regulating Plan Map**

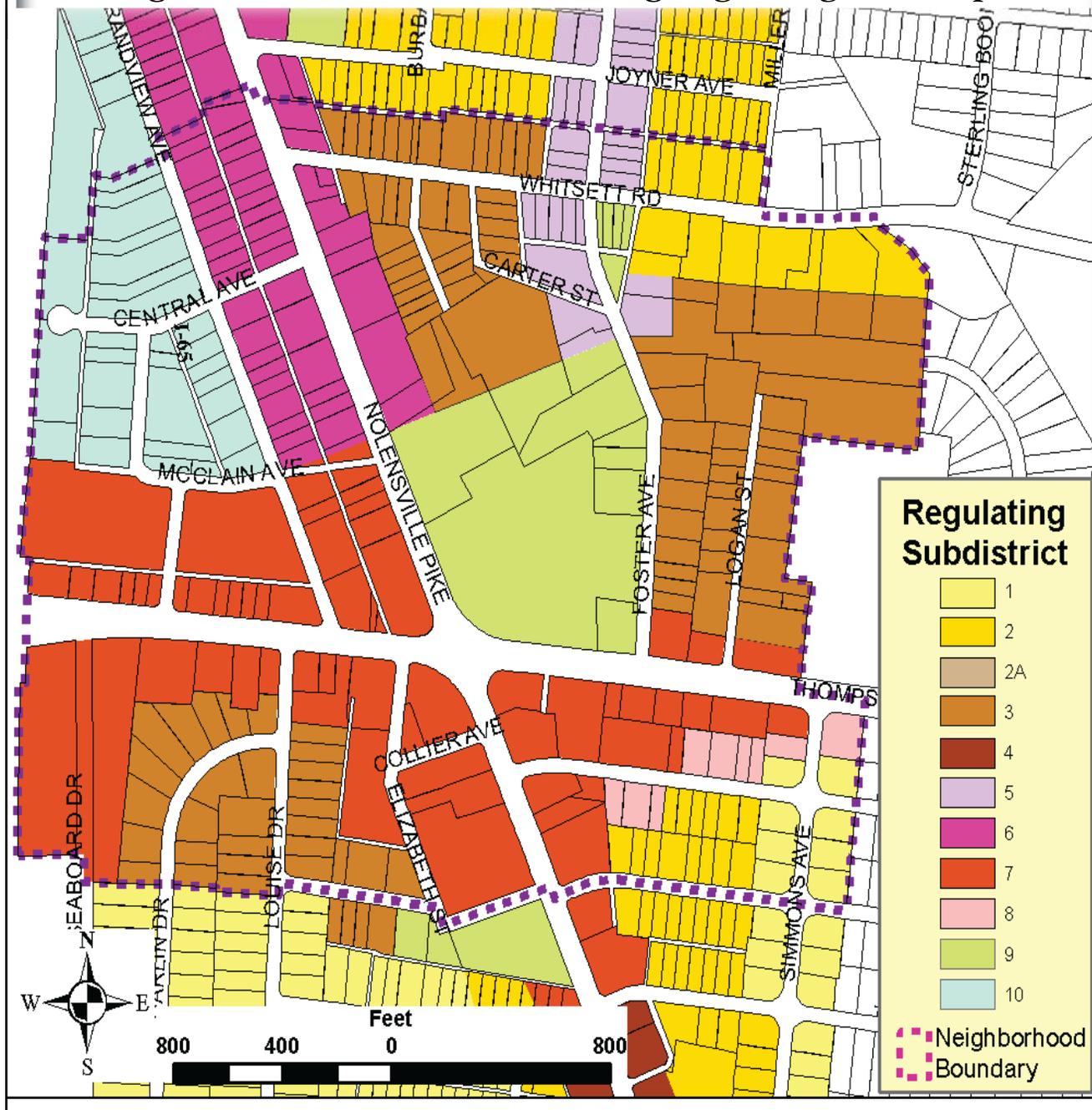


Figure 29: Radnor North Building Regulating Plan Map

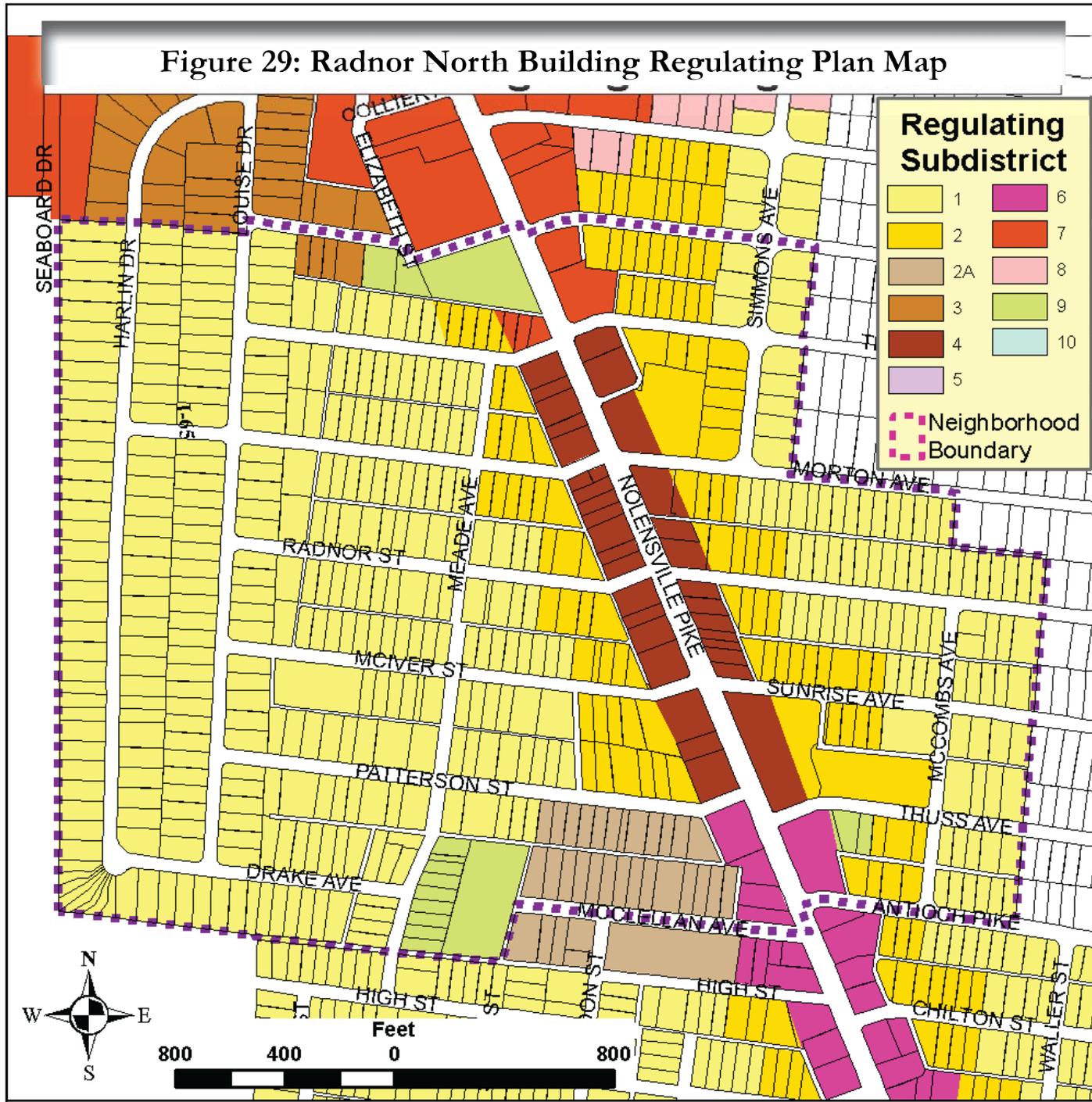
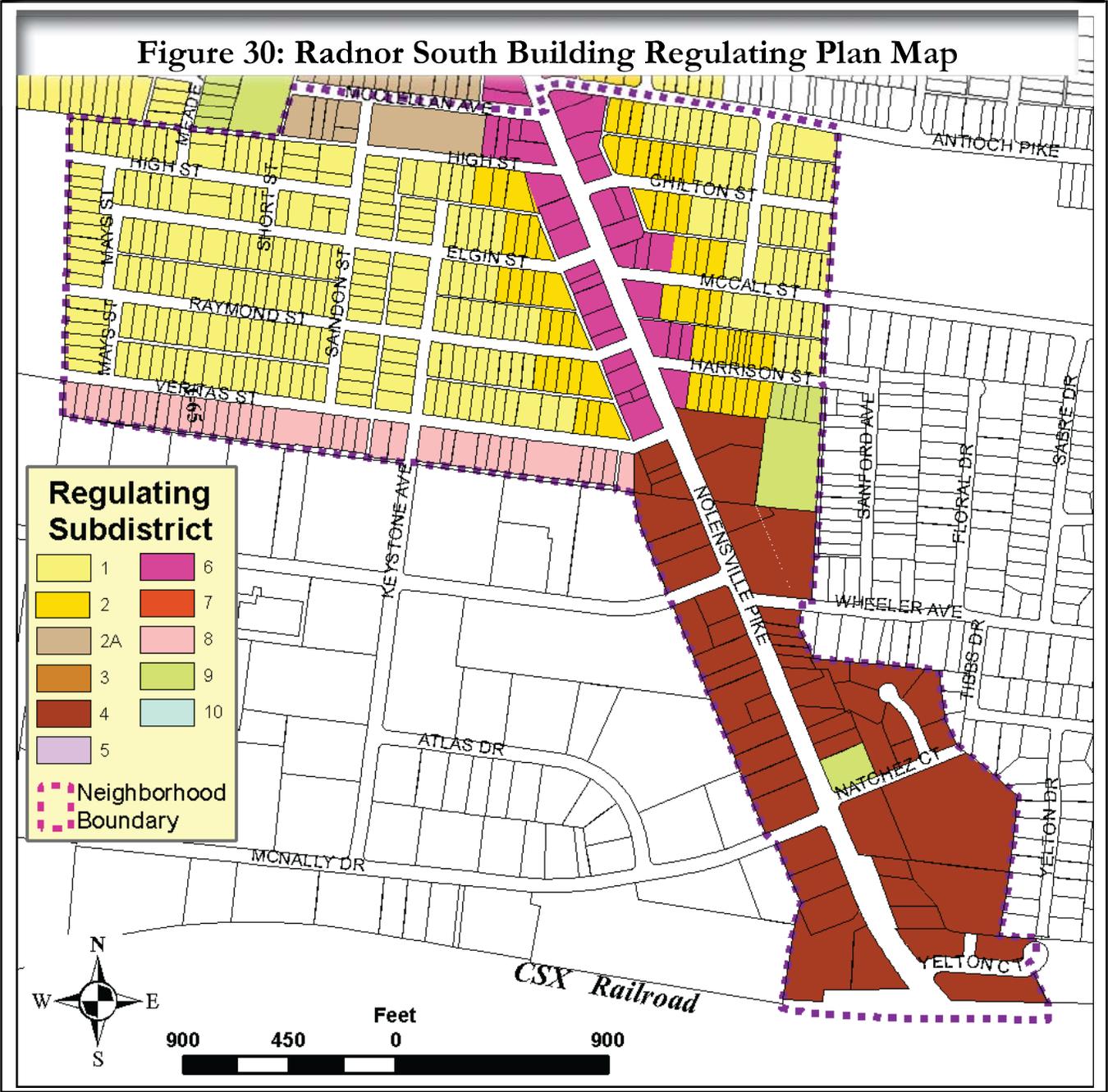


Figure 30: Radnor South Building Regulating Plan Map



## Implementing the Plan

With this plan, these neighborhoods have a vision for the future of this portion of the Nolensville Pike Corridor. Making this vision a reality is possible through hard work, persistence and cooperation among public and private stakeholders. Guarding the ideas of the plan and implementing the community vision will take neighbors, businesses, faith-based groups, institutions, property owners and government working together. Many of the changes in the community will occur over time as the result of individual zone changes and development projects. The following is a list of implementation strategies to assist the community through the process in creating these Walkable Centers.

### **First: Continue to Work Together to Implement the Plan**

The community along this stretch of the Nolensville Pike Corridor is already organized with groups, including the Woodbine Neighbors, the Glencliff Neighborhood Association, the Radnor Neighborhood Association, and their collective Flatrock Heritage Foundation, Inc. They also participate in the business group, the Nolensville Road Community Partnership. Members of these groups have participated in the development of this Plan and will continue to be its stewards in the future.

### **Second: Work with the District 16 Councilmember and Metro Planning Department Staff to take the Plan to the next level of regulation, the Specific Plan zoning district.**

As Planning Staff began work on this plan for the Nolensville Pike Corridor, the current Councilmember expressed a desire to rezone this stretch of the Corridor to a Specific Plan zoning district to deal with design issues in a similar manner to what the Councilmembers were doing along Gallatin Pike. Creating this Detailed Neighborhood Design Plan is the first step in that process. Rezoning properties along the Corridor to Specific Plan would add additional design guidelines, such as sign regulations, and land use restrictions. Rezoning properties to Specific Plan is a separate, public process that will involve more discussions and community stakeholder involvement.

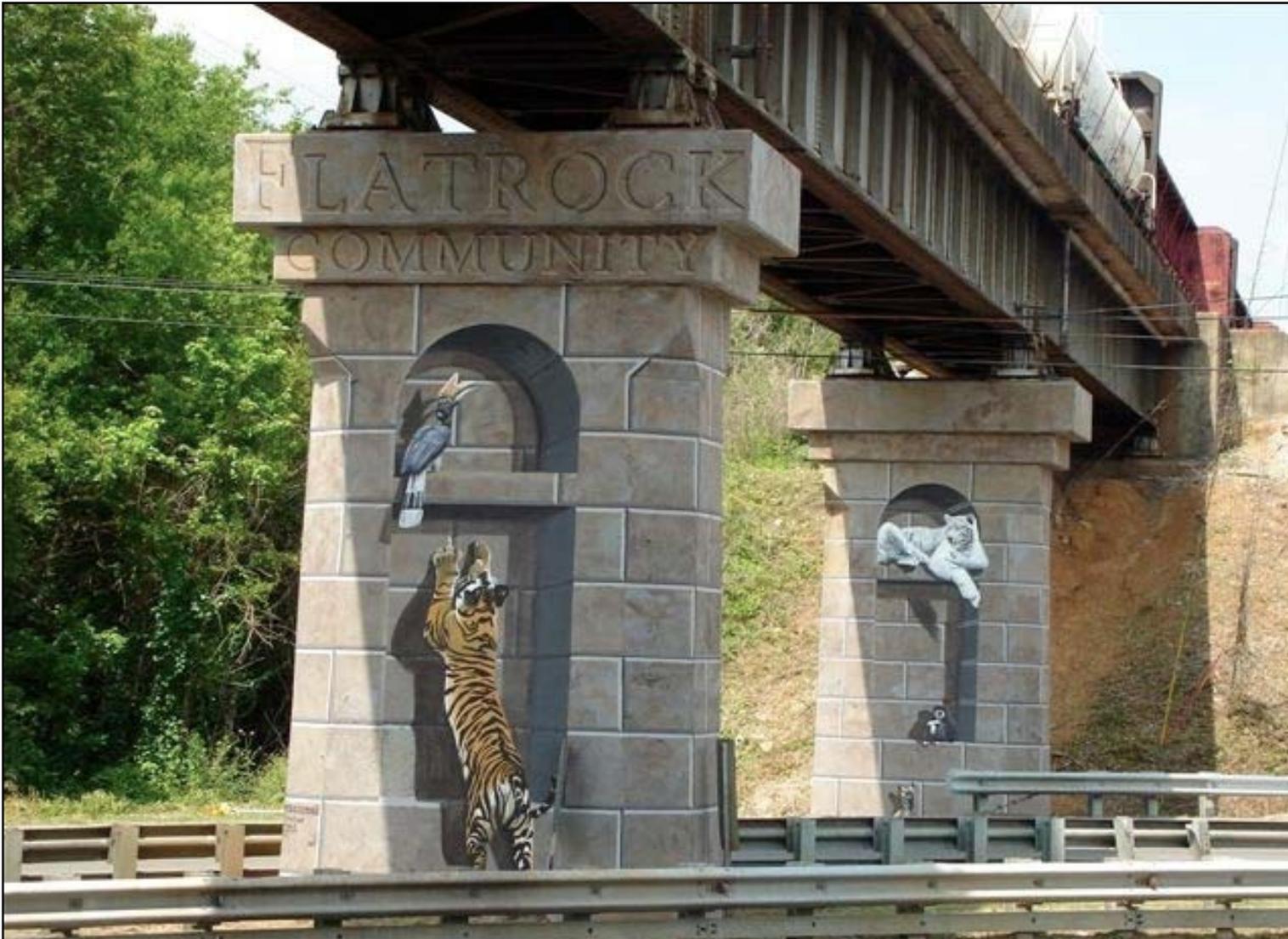
### **Third: Work with government agencies to begin implementation of the goals and objectives.**

The community groups mentioned above already have a good working relationship with their elected officials and have numerous contacts within Metro Government. These relationships can have a significant impact on realizing the community vision. For instance, there are several recommendations for Parks, so working with the Metro Parks Department is important for achieving those objectives. The various Metro Departments can be of assistance in implementing this plan.



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# Appendix



Flatrock Community Gateway Mural

# VISIONING WORKSHOP JUNE 18<sup>TH</sup> 2007

## NOTES FROM EACH OF THE 5 VISIONING TABLES

### TABLE 1

1. Decide the strengths, weaknesses and needs of the area:

-- What are things you like MOST about the study area?

- Access (Interstate / Downtown / Airport)
- Tree canopy in neighborhood
- Ethnic restaurants
- Record shop (Photo Lux), Osborne's Grocery, Walgreen's
- Walking track at New Song
- Farmer's Market on Saturdays at Cumberland Presbyterian Church
- Cultural aspects
- Walkable
- Housing types / Architecture / Materials
- Schools involved in neighborhood
- Woodbine Community Organization (culture / community / education)
- Retail is contained

-- What are things you like LEAST about the study area?

- Nolensville Road is bad / lack of aesthetic appeal
- No shopping / no variety in retail
- No sidewalks
- Crossing intersections at anytime
- Drunk drivers / unsafe drivers
- Car lots out of control
- Sign / balloon ordinance is not enforced
- Cars parked on grass
- Tarps on fences
- Graffiti
- Traffic at Nolensville Road & Thompson Lane / Light at Thompson Lane
- Lack of upkeep along alleys

-- What type of businesses, services, public facilities, or residential opportunities would you like to have?

- More neighborhood / family-owned (coffee shop, eateries, clothing, small boutiques)
- Eclectic mix of stores along Nolensville
- Create a center
- Rehab single-family homes
- Limit car lots

- More programs for children / child care
- Greenways / Parks
- Dog Park at Thompson Lane
- Need turn lanes along Nolensville Rd. at McClellan

2. Determine location and character of new development:

-- What is the best real-world example that reflects the type of place you want your neighborhood to be?

- Georgetown
- 12South
- Douglas Corner
- Old Hickory
- Charm of Berry Hill
- Sub-pocket of New Orleans
- Hillsboro
- East Nashville / rehab

-- What is the most important area where new development should be encouraged?

- Area around Aurora Bakery
- South Nashville Resource Center
- Lutie Street & Nolensville Road

-- What qualities are important to you for future development within the neighborhood?

- Safety
- Landscaping
- More Walkability / Sidewalks / Accessibility
- Lighting
- More family activities
- Community education
- Services for homebuyers
- Health services
- Ethnic festivals

3. How do your comments change or affect your initial vision?

- Thought of "Main Street" off of Nolensville (Lutie Street)
- 5 minute walk is good idea
- The potential for Nolensville Road (thought it was forsaken)
- More positive!

### TABLE 2

1. Decide the strengths, weaknesses and needs of the area:

- What are things you like MOST about the study area?
  - Commercial potential
  - Historic homes
  - Centralized location
  - Trees and older foliage
  - Small businesses (locally-owned outside of Nolensville Pike)
  - Diversity
  - Library
  - Zoo
- What are things you like LEAST about the study area?
  - Tiny Library
  - Not enough locally-owned businesses that are easily reached
  - No sidewalks
  - Not enough parking / lighting at Coleman Park
  - Nothing for kids to do / Long drive to places for kids' activities
  - Car lots
  - Gangs in South Nashville
  - Parks stink
  - Signage
  - Overhead wires
- What type of businesses, services, public facilities, or residential opportunities would you like to have?
  - More restaurants
  - Safer streets
  - More parking
  - Better Library
  - More diverse uses of Coleman Park with connections
  - More parks like Bellevue's Red Caboose Park
  - Small boutique businesses
  - Good grocery
  - More stores like Johnson's Hardware
  - Entertainment venues
  - Multi-level business center
  - Closer police precinct
  - More pedestrian friendly
  - More connections and traffic calming along Foster Avenue
  - Multi-family along Nolensville near I-440 (several stories like in East Nashville)
  - Parking for Nolensville Road businesses along Grandview Avenue

- 2. Determine location and character of new development:
  - What is the best real-world example that reflects the type of place you want your neighborhood to be?
    - 8<sup>th</sup> South
    - Berry Hill boutiques
    - Lockeland Springs
    - Sylvan Park with McCabe's Pub
    - Historic homes with mixed use (first floor retail with residential on top)
    - Hillsboro
    - East Nashville's 5 Points
  - What is the most important area where new development should be encouraged?
    - Thompson Lane and Nolensville Road
    - Focus commercial on Nolensville Road
  - What qualities are important to you for future development within the neighborhood?
    - Keep historic feel
    - Cohesion
    - Keep people here for shopping
    - Intensity
    - Diversity
    - More feeling of neighborhood / community
    - More streetscaping "nodes" like in front of La Hacienda
- 3. How do your comments change or affect your initial vision?
  - N/A

### TABLE 3

- 1. Decide the strengths, weaknesses and needs of the area:
  - What are things you like MOST about the study area?
    - Single-family houses
    - Numerous old trees
    - Quiet
    - Great soil
    - Very convenient locale
    - Can walk to restaurants
    - Good size lots
    - Close to fire station
  - What are things you like LEAST about the study area?
    - Too many used car lots

- Spread of businesses off Nolensville Road onto residential streets
  - Lack of business variety
  - Crime (drugs, gangs, prostitution)
  - Lack of sidewalks
  - Businesses don't follow codes / codes aren't enforced adequately
- What type of businesses, services, public facilities, or residential opportunities would you like to have?
- Coffee shop
  - Café / deli
  - Indoor live music venue
  - Small-scale grocery store with local produce
  - Meat & 3
  - Local park
  - Office space for professionals
  - Breakfast place
  - Sidewalks on Foster & Elberta
  - Traffic calming at Elberta & Burbank
  - Better park at Oriel & Burbank

2. Determine location and character of new development:

- What is the best real-world example that reflects the type of place you want your neighborhood to be?
- Sylvan Park commercial area with McCabe's Pub
- What is the most important area where new development should be encouraged?
- Mixed-use retail on Nolensville Road from Peachtree to Joyner (coffee house)
  - Salvage yard by I-440 & Oriel
- What qualities are important to you for future development within the neighborhood?
- Single-family dwellings scaled to current style
  - Pedestrian-oriented (sidewalks, preserving trees, crosswalks)
  - Height restriction on businesses on Nolensville (around 3 to 4 stories)
  - Sign restrictions (size & quantity)
  - Mixed-use (businesses and residences) on Nolensville Road only
  - Neighborhood-oriented retail / commercial
3. How do your comments change or affect your initial vision?
- Our visions haven't changed, but they have been refined.

**TABLE 4**

1. Decide the strengths, weaknesses and needs of the area:

- What are things you like MOST about the study area?
- Older buildings (want to reuse these)
  - Keep up the landscaping
  - Trees (leave them alone)
- What are things you like LEAST about the study area?
- Car lots
  - Signs
  - Trash along Nolensville Road and on sidewalks
  - Speeding
  - Cut through traffic
  - Don't keep up the streetscape at La Hacienda
- What type of businesses, services, public facilities, or residential opportunities would you like to have?
- Redesign bicycle paths
  - Median to protect bike lanes
  - Traffic calming
  - Coffee houses
  - Small grocery store in neighborhood
  - Stores in our area are not stocked well enough
  - Sidewalks in neighborhood (some lots too small to give up space)
  - Need clean underground utilities
  - Sidewalk cafe
  - More places for kids activities
  - Potential center at Peachtree and Burbank

2. Determine location and character of new development:

- What is the best real-world example that reflects the type of place you want your neighborhood to be?
- Modern Mayberry
  - Disneyland
  - Boulder, Colorado (good monument signs)
  - Conyers, Georgia (restored historic town)
  - Williamsburg, Virginia
- What is the most important area where new development should be encouraged?
- Just south of I-440
  - Thompson Lane

- Grandview Avenue (it's too much cement, because it's near Nolensville it has potential)
- Around La Hacienda

-- What qualities are important to you for future development within the neighborhood?

- Good landscaping and good lighting
- Character based on what was here
- Parking (structured, behind, underground, and, of course, free)
- Historic preservation
- Crossing Nolensville (enclosed bridge or tunnel)

3. How do your comments change or affect your initial vision?

- More interest / curiosity in multi-family on Nolensville
- Concern about parking in too many families in one unit

## TABLE 5

1. Decide the strengths, weaknesses and needs of the area:

-- What are things you like MOST about the study area?

- Little houses / older houses / affordability
- Vintage look
- Small town feel
- Sense of community / knowing neighbors
- Mature trees
- Access to Downtown (potential)

-- What are things you like LEAST about the study area?

- Lack of mix of businesses / need more variety
- Lack of community services
- Library is too small
- Power lines on Nolensville Road
- Signage (too much / disrepair)
- Too many driveways
- Unwalkable / requires driving
- Traffic
- Types of businesses (used cars, pawn shops, etc.)
- Lack of landscaping
- Poor condition of buildings
- Buildings adapted for inappropriate uses

-- What type of businesses, services, public facilities, or residential opportunities would you like to have?

- Landscaping
- Median along Nolensville Road
- Brick crosswalks
- Trees
- Larger library
- More bike facilities
- Department store / coffee shop / bakery / bookstore / smaller grocery
- More / better sidewalks (ADA compliant)
- Traffic calming
- Improved street lighting (pretty and/or vintage)
- International cuisine
- Amphitheatre at Coleman Park

2. Determine location and character of new development:

-- What is the best real-world example that reflects the type of place you want your neighborhood to be?

- Berry Hill along Thompson Lane
- Hillsboro Village
- 12South
- 5 Points

-- What is the most important area where new development should be encouraged?

- Near Coleman Park

-- What qualities are important to you for future development within the neighborhood?

- Diversity of businesses
- Historic character
- Quality of construction / durable materials (Wedgewood)
- Trees in commercial areas & landscaping
- Parking behind buildings
- Walkability
- Bury utilities
- Monument signs

3. How do your comments change or affect your initial vision?

- Vision is for a community, not a thoroughfare

## PLACES IN MY NEIGHBORHOOD SURVEY:

This survey was conducted at the June 18th Visioning Workshop. Here are the summarized results.

### Shopping

1. There is a business area in my neighborhood where I can go for things I might need on an average day. (Example: restaurants, grocery stores, etc.)

*Yes, and it offers many things I need most often – 13 responses*

*Yes, but it offers few of the things I usually need – 10 responses*

*No, there is not a business area in my neighborhood – 2 responses*

2. If you do not already have one, would you like to have a business area as part of your neighborhood?

*Yes – 10 responses*

*No – 3 responses*

3. What types of businesses would you like to see in your neighborhood?

*Restaurants (upscale, meat & 3, café/deli, American food) -- 10 responses*

*Coffee shop – 8 responses*

*Grocery store (quality food, including organic foods) – 6 responses*

*More retail small businesses – 6 responses*

*Office space – 2 responses*

*Book store – 2 responses*

*Drug store / Hardware store / Ice cream shop / Bakery*

*Casual gathering place / Music venue / Bar / Fine arts*

*Mixed use*

*Professional services*

*Improve public library*

*Stores that don't need to have police / Fewer car lots*

4. I can easily walk or bike from my home to the nearest business area.

*Yes – 15 responses*

*No – 9 responses (“Not very safely”)*

5. If you do not or cannot easily walk or bike from your home to the nearest business area, why not? (Example: it is too far, there are no sidewalks, it is not safe)

*No sidewalks / lack of sidewalks – 10 responses (specifically mentioned Neece Drive) “I have to walk in the street.”*

*Not safe – 3 responses “Walking to Kroger is not safe-have had things thrown at me by motorist.”*

*Lack of crosswalks – 2 responses (specifically mentioned Southlake, Briley Parkway, E. Thompson Lane, Nolensville Pike)*

*Too much traffic – 2 responses “Nolensville Road is way too busy with no protection for walkers or bikers.”*

*Businesses don't serve day-to-day needs – 2 responses “There are no businesses that serve my needs, only used car lots and Hispanic foods.”*

*“Roads are not finished to be good for bicycles, better planning of streets.”*

*“I have to use my car on Nolensville Pike it is noisy, ugly, and hot. I don't like it.”*

*“Bikelanes used for turn lanes and parking.”*

*“Too far.”*

### Housing

6. Different types of people and families can find the types of housing they need in my neighborhood.

*Strongly Agree – 9 responses*

*Somewhat Agree – 12 responses*

*Somewhat Disagree – 2 responses*

*Strongly Disagree – 0 responses*

7. What types of housing are missing in your neighborhood that would meet the needs of different people?

*“Housing for elderly”*

*“Housing that is secure from the criminal element, perhaps gated communities.”*

*“None”*

*“Revive existing wonderful housing. Don't tear down and replace with ugly cheap housing.”*

*“There are no condos or trailers and that's the way I like it.”*

*“There are no McMansions or projects which is good, small houses are nice.”*

*“Upscale condos or apartments”*

*“Too small for intergenerational –elderly & younger relatives/families”*

*“Nice single-family house,s could covert some of the current 2-family houses”*

*“Mixed use-1<sup>st</sup> floor retail, 2<sup>nd</sup> floor-business, 3<sup>rd</sup> or 4<sup>th</sup> floor residential”*

*“More duplexes”*

*“Multi housing”*

*“None, but I would prefer a Woodbine community center that is diverse not predominately Hispanic & immigrant.”*

### Civic Places

8. There are one or more civic places in my neighborhood. (Ex: libraries, post offices, community centers, places of worship.)

*Yes, and they meet my needs – 14 responses*

*Yes, but they do not meet my needs – 11 responses*

*No, there are no civic places in my neighborhood – 0 responses*

9. What types of civic places would you like to have in your neighborhood, if any?

*Community center (including space for senior citizens with workout area) – 5 responses*  
*Larger library – 4 responses “The expanded community center will be great, a larger library branch would be nice.”*

*Parks (including a dog park) – 4 responses “City park not a ball park.”*

*Greenways – 2 responses “More greenspace, more walkable/bikeable sidewalks.”*

*Post office (post office back in Krogers) – 2 responses*

*Police station*

*Art galleries*

*“Space for community meetings in Metro Buildings”*

*“Cleaner more organized green space around Woodbine community center.”*

10. I can easily walk or bike from my home to the nearest civic place, such as a library, post office, community center, or place of worship.

*Yes – 10 responses*

*No – 9 responses*

11. If you do not or cannot easily walk or bike from your home to the nearest civic place, why not? (Example: it is too far, there are no sidewalks, it is unsafe, etc.)

*No sidewalks – 6 responses (specifically mentioned Foster Avenue) “No sidewalks or crosswalks.”*

*Too far – 4 responses “37210 post office is too far from Woodbine.”*

*“Cannot easily cross street like Thompson Lane. The city does not consider streets for bikes.”*

*“Drivers do not respect people on bicycles.”*

*“Bike lanes used improperly by cars.”*

*“Civic place is for immigrants. Can walk to library but unsafe because no sidewalks & bad crime spots.”*

12. I or my children can easily walk or bike from my home to the nearest school.

*Yes – 10 responses*

*No – 7 responses*

13. If you or your children cannot easily walk or bike from your home to the nearest school, why not? (Example: it is too far, there are no sidewalks, it is unsafe)

*No sidewalks / lack of sidewalks – 6 responses*

*“Too far” – 3 responses*

*“Speeding cars”*

*“Busy cross streets”*

*“Not safe”*

14. Is the school in your neighborhood used as a gathering place? (Example: community events, playgrounds, play fields, etc.)

*Yes – 7 responses*

*No – 5 responses*

15. If not, why not?

*“Metro has prohibited use by community groups in the past.”*

*“I live close to Coleman Park which is nice but I don’t see it used much as a community gathering place, I’d like to see it better lit and more organized.”*

*“Glenclyff High is scary.”*

*“Not safe.”*

16. There is a park and/or greenway (trail) in my neighborhood.

*Yes, and it offers many things I need most often – 5 responses*

*Yes, but it offers few of the things I usually need – 6 responses*

*No, there is not a business area in my neighborhood – 5 responses*

17. What types of parks would you like to see in your neighborhood, if any?

*Dog park – 2 responses “I would like a park/greenway for walking dogs, with trees and dog cleanup facilities.”*

*“Any and everywhere”*

*“More ball fields” / “Biking, basketball”*

*“Trails – greenspace to connect various parks like Coleman.”*

*“Pocket parks, greenways, larger parks (if land available)”*

*“Park in process already”*

*“I’d like to see a community garden at Woodbine Community Center.”*

*“A path with walking trails or path of decent length.”*

*“Well lit playground, safe equipment!”*

*“Walking space, playground for smaller and older children, landscaping and green spaces.”*

*“There is Coleman Park, but its too small.”*

*“A nice park with trees & possibly community garden/fountain.”*

*“None”*

18. I can easily walk or bike from my home to the nearest park or greenway.

*Yes – 10 responses*

*No – 11 responses*

## Access and Pedestrian Uses

19. I can easily walk or bike from my home to other neighborhood locations.

*Yes – 8 responses*

*No – 10 responses (“must cross Thompson Lane & Nolensville Road”)*

20. If you do not or cannot easily walk or bike from your home to other neighborhood locations, why not? (Example: it is too far, there are no sidewalks, it is unsafe, etc.)

*No sidewalks / lack of sidewalks – 7 responses “Not enough bikeways or sidewalks.”*

*Interstates – 2 responses “I-440 and Thompson Lane make biking/ walking difficult.”*

*Railroad tracks – 2 responses*

*Not safe – 2 responses “Gang activity”*

*“Lack of crosswalks”*

*“Narrow streets”*

*“Traffic”*

*“Too far”*

*“We still need easier ways to ride a bike.”*

21. The following things in my neighborhood make walking and biking safe and comfortable:

#### **Sidewalks**

*Strongly Agree – 4 responses*

*Somewhat Agree – 5 responses*

*Somewhat Disagree – 4 responses*

*Strongly Disagree – 9 responses*

Why or why not?

*No sidewalks – 12 responses*

*“We need more sidewalks, they make a neighborhood feel more like a neighborhood- more pedestrian oriented.”*

*“A lot of streets that need sidewalks don’t have them.”*

*“There isn’t enough room to make good sidewalks and I don’t want my yard used for sidewalks.”*

*“Need more sidewalks on all cross streets.”*

*“This would give people a safe designated place to walk.”*

*“None in the neighborhood and along Nolensville Road & Thompson Lane not safe.”*

*“Only sidewalk are along Nolensville Road & Antioch Pike for Wright & Glenclyff schools.”*

*“Speed humps would make Dobbs street safer.”*

*“Unsafe rise in crime in this area.”*

#### **Landscaping and street trees**

*Strongly Agree – 7 responses*

*Somewhat Agree – 5 responses*

*Somewhat Disagree – 4 responses*

*Strongly Disagree – 6 responses*

Why or why not?

*“Landscaping & trees would be wonderful.”*

*“Love old trees that are still in area but there is no planned landscaping.”*

*“Lack of care for them on Nolensville Road.”*

*“Lack of trees.”*

*“Buried cables and shade trees would completely change Nolensville Pike.”*

*“Few trees, no greenscape, businesses lack interest in their landscaping.”*

*“We only have a little at Woodbine & 440, however the city does not maintain it very well – can we continue what was done there south.”*

*“It’s much easier to create a new safer place to walk than to curb driving habits.”*

*“Get rid of billboards.”*

#### **Bikeways or other multi-use paths (Example: greenways)**

*Strongly Agree – 4 responses*

*Somewhat Agree – 2 responses*

*Somewhat Disagree – 5 responses*

*Strongly Disagree – 7 responses*

Why or why not?

*“Need all of these things.”*

*“More sidewalks”*

*“Lot of trees, please grow more.”*

*“Multi-use paths are good.”*

*“Bikeways only on Thompson Lane instead of in Neighborhood.”*

*“Only bikelanes on busy streets.”*

*“Need a real bikeway to connect the neighborhoods.”*

*“Greenways”*

*“No greenways” – 3 responses*

22. The sidewalks/bikeways are properly lit for me to walk/bike safely at night.

*Strongly Agree – 1 response*

*Somewhat Agree – 4 responses (“I don’t go out on foot at night.”)*

*Somewhat Disagree – 7 responses*

*Strongly Disagree – 11 response*

23. The sidewalks in my neighborhood are in good condition.

*Strongly Agree – 1 response*

*Somewhat Agree – 4 responses*

*Somewhat Disagree 7 – responses*

*Strongly Disagree – 12 responses (“No sidewalks”)*

24. The sidewalks in my neighborhood meet my needs.

*Strongly Agree – 1 response*

*Somewhat Agree – 2 responses*

*Somewhat Disagree – 2 responses*

*Strongly Disagree – 18 responses*

25. The bikeway or other multi-use paths are in good condition.

*Strongly Agree – 0 responses*

*Somewhat Agree – 3 responses*

*Somewhat Disagree – 5 responses*

*Strongly Disagree – 14 responses*

26. The bikeway or other multi-use path system meets my needs.

*Strongly Agree – 0 responses*

*Somewhat Agree – 3 responses*

*Somewhat Disagree – 6 responses*

*Strongly Disagree – 16 responses*

27. People drive too fast in my neighborhood.

*Strongly Agree – 17 responses (“Speed limit needs to be 25mph on Radnor St.”)*

*Somewhat Agree – 2 responses*

*Somewhat Disagree – 4 responses*

*Strongly Disagree – 2 responses*

28. Many people ride bikes in my neighborhood.

*Strongly Agree – 1 response*

*Somewhat Agree – 4 responses (“Very little”)*

*Somewhat Disagree – 8 responses*

*Strongly Disagree – 10 responses*

29. There is adequate bicycle parking located in my neighborhood, including business areas, civic areas, and parks.

*Strongly Agree – 0 responses*

*Somewhat Agree – 3 responses*

*Somewhat Disagree – 2 responses*

*Strongly Disagree – 14 responses*

30. If the bicycle parking is not adequate, where is it not adequate?

*“Don’t see bike racks anywhere.” – 5 responses “No bicycle parking at all”*

*“Everywhere” – 3 responses “It is not adequate anywhere!”*

*“Thompson Lane & Nolenstown and adjoining areas” – 2 responses*

*“Put more on Nolenstown Road.”*

*“Off the main street (Nolenstown Road)”*

*“Along commercial areas, MTA bus service”*

*“Not sure”*

## **Safety and Condition of My Neighborhood**

31. I feel safe in my neighborhood.

*Strongly Agree – 3 responses*

*Somewhat Agree – 10 responses*

*Somewhat Disagree – 9 responses*

*Strongly Disagree – 2 responses*

32. If there are any areas where you do not feel safe, where are they and why do they not feel safe?

*“Streets are not well lighted at night.” – 5 responses (Nolenstown Road, Foster, Radnor)*

*“Don’t feel safe to walk along Nolenstown Road, Thompson Road, & Glenrose has problems with drugs and crime.”*

*“Nolenstown Pike traffic is too fast and it’s difficult to cross.” – 2 responses*

*“At most apartments.”*

*“Gangs, too many speeders.”*

*“When I walk on Nolenstown people honk at me and men whistle.”*

*“Lutie Street”*

*“Anywhere on the East side of Foster is pretty dangerous.”*

*“Alleys”*

*“It’s not safe, one who thinks so is an illusion.”*

*“None”*

33. My neighborhood is in good condition.

*Strongly Agree – 1 response*

*Somewhat Agree – 8 responses*

*Somewhat Disagree – 13 responses*

*Strongly Disagree – 3 responses*

34. What places are not in good condition and why?

*“See few signs of renewal but not the majority.”*

*“Junky houses, yards, and businesses” – 8 responses (Glenrose, Woodbine, Nolenstown Road)*

## **Public Transportation**

35. I can easily walk from my home to the nearest public transportation stop.

*Strongly Agree – 12 responses*

*Somewhat Agree – 7 responses*

*Somewhat Disagree – 3 responses*

*Strongly Disagree – 1 response*

36. Do you use public transportation in your community?

*Yes – 3 responses*

*No – 19 responses*

37. If so, does it meet your needs? If it does not, what would make it better?

*“Bus is not reliable enough or frequent enough for me to ride.”*

*“I used to take the bus to work, but it was so frequently late that I stopped.”*

*“Not dependable with time.”*

*“No, MTA does not run along Thompson Lane. One does not feel safe to walk to and from bus stop area, need for sidewalks and better lighting.”*

*“More stops closer to the area of town I like to shop etc.”*

*“Door-to-door MTA mini-bus service needed – especially for seniors & handicapped persons.”*

*“I was going to once, but a friend gave me a ride.”*

*“Change Nolensville Pike.”*

*“I don’t really understand the bus schedule.”*

38. I feel safe waiting for the bus.

*Strongly Agree – 2 responses*

*Somewhat Agree – 6 responses*

*Somewhat Disagree – 8 responses*

*Strongly Disagree – 3 responses (“Improve bus stops-add shelters”)*

## Buildout Potential for the Development Scenarios

This information is to be used in conjunction with the Development Scenarios presented in **Designing A Solution** and in evaluating development proposals.

### Development Scenario #1- Woodbine.

	Retail	Office	Residential	Parking
<b>Stories</b>				
1.	14,000			47 spaces

#### Site Information:

Lot Area:	.9 acres
FAR (1):	35283.6
Total sq. ft.	14,000 (40% of FAR)

#### Required parking

Retail- UZO:	48 spaces required
--------------	--------------------

NOTE: No parking reductions required.

### Development Scenario #2- Woodbine.

	Retail	Office	Residential	Parking
<b>Stories</b>				
1.	7,000			21 spaces
2.			7,000	

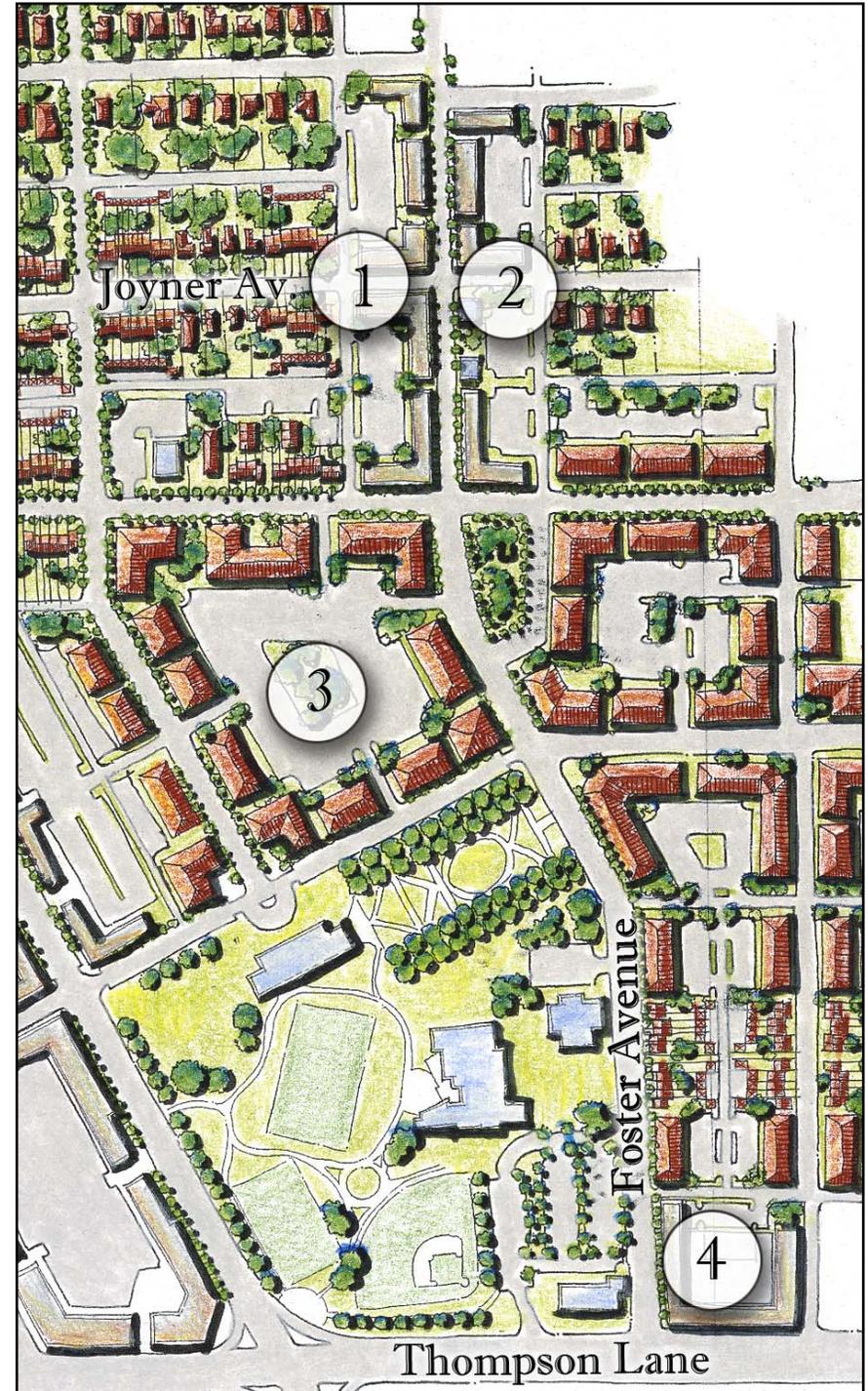
#### Site Information:

Lot Area:	.47 acres
FAR (1):	18,425.9
Total sq. ft.	14,000 (76% of FAR)

#### Required parking

Retail- UZO:	20 spaces required.
Residential- UZO:	9 spaces required.

NOTE: Parking reflects a 20 percent reduction based on proximity to transit and shared parking.



**Development Scenario #3- Woodbine.**

	<b>Retail</b>	<b>Office</b>	<b>Residential</b>	<b>Parking</b>
<b>Stories</b>				
1.			79,500	208 spaces
2.			79,500	
3.			38,000	

**Site Information:**

Lot Area:	5.5 acres
FAR (1):	215,622
Total sq. ft.	19,700 (91% of FAR)

**Required parking**

Residential- UZO: 238 spaces required.

NOTE: Parking reflects a 20 percent reduction based on proximity to transit and shared parking.

**Development Scenario #4- Woodbine.**

	<b>Retail</b>	<b>Office</b>	<b>Residential</b>	<b>Parking</b>
<b>Stories</b>				
1.	19,000			309 spaces
2.		19,000		
3.		19,000		
4.		19,000		
5.			19,000	
6.			19,000	

**Site Information:**

Lot Area:	1.1 acres
FAR (1):	147,668
Total sq. ft.	114,000 (77% of FAR)

**Required parking**

Retail- UZO: 68 spaces required.  
 Office- UZO: 171 spaces required  
 Residential- UZO: 57 spaces required.

NOTE: No parking reductions required.

**Development Scenario #1- Radnor.**

	Retail	Office	Residential	Parking
<b>Stories</b>				
1.	20,500			174 spaces
2.		20,500		
3.			20,500	

**Site Information:**

Lot Area:	1.6 acres
FAR (1):	69,696
Total sq. ft.	61,500 (88% of FAR)

**Required parking**

Retail- UZO:	74 spaces required
Office- UZO:	62 spaces required
Residential- UZO:	39 spaces required

NOTE: No parking reductions required.

**Development Scenario #2- Radnor.**

	Retail	Office	Residential	Parking
<b>Stories</b>				
1.		22,000		104 spaces
2.			19,000	

**Site Information:**

Lot Area:	1.05 acres
FAR (1):	45,738
Total sq. ft.	41,000 (90% of FAR)

**Required parking**

Office- UZO:	66 spaces required
Residential- UZO:	36 spaces required

NOTE: No parking reductions required. Site is over parked.



**Development Scenario #3- Radnor.**

	Retail	Office	Residential	Parking
<b>Stories</b>				
1.		22,000		104 spaces
2.			19,000	

**Site Information:**

Lot Area:	1.2 acres
FAR (1):	52,272
Total sq. ft.	23,800 (46% of FAR)

**Required parking**

Retail- UZO:	23 spaces required.
Office- UZO:	24 spaces required.
Residential- UZO:	15 spaces required.

NOTE: Parking reflects a 20 percent reduction based on shared parking, and proximity to transit.

**Development Scenario #4- Radnor.**

	Retail	Office	Residential	Parking
<b>Stories</b>				
1.	20,000			118 spaces
2.		11,000		
3.			16,000	

**Site Information:**

Lot Area:	1.7 acres
FAR (1):	74,052
Total sq. ft.	47000 (63% of FAR)

**Required parking**

Retail- UZO:	58 spaces required.
Office- UZO:	58 spaces required.
Residential- UZO:	30 spaces required.

NOTE: Parking reflects a 20 percent reduction based on shared parking, and proximity to transit.

**Development Scenario #5- Radnor.**

	Retail	Office	Residential	Parking
<b>Stories</b>				
1.	23,000			106 spaces
2.			16,000	

**Site Information:**

Lot Area:	1.3 acres
FAR (1):	56,628
Total sq. ft.	39,000 (69% of FAR)

**Required parking**

Retail- UZO:	84 spaces required.
Residential- UZO:	30 spaces required.

NOTE: Parking reflects a 10 percent reduction based on proximity to transit.

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Detailed Neighborhood Design Plans  
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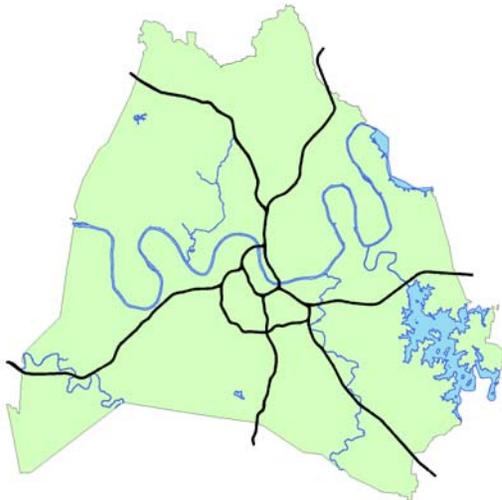
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## APPENDIX B - GLOSSARY

**Adaptive reuse of a historic structure** – adapting a building for new uses while retaining its historic features.

**Affordable housing** - housing that is affordable to households earning eighty percent or less than the average median income for Davidson County as established by the U.S. Department of Housing and Urban Development.

**Alley** - a public or private right-of-way primarily designed to serve as vehicular service access to the side or rear of properties.

**Building Regulating Plan (BRP)** – provides guidance as to appropriate building types and intensity of development for each selected neighborhoods in South Nashville. It is to be used in conjunction with the Detailed Land Use Plan for those neighborhoods.

**Community Plan** – the future planning document, created by Metro Planning staff in conjunction with community stakeholders, designed to guide growth and development decisions for seven to ten years. The community plan contains guiding principles, specific land use policies and design guidelines for a community. The creation of the community plan is as dictated by the Nashville/Davidson County General Plan: Concept 2010.

**Concept Plan** – the visual representation of the community’s broad vision for the community balanced with sound planning principles.

**Curb-cut** – a vehicular access point for an individual property or a shared access point for a development.

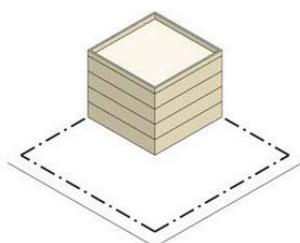
**Detailed Land Use Plan (DLUP)** – the core product of the Detailed Neighborhood Design Plan (DNDP). It provides specific land use categories that are appropriate within the broader Land Use Policy Plan areas. It is to be used in conjunction with the Building Regulating Plan.

**Detailed Neighborhood Design Plan (DNDP)** – plan that addresses land use, transportation, and community design at the neighborhood level. It provides more specific land use recommendations than the broader Land Use Policy Plan. The DNDP includes the Detailed Land Use Plan (DLUP) and the Building Regulating Plan (BRP).

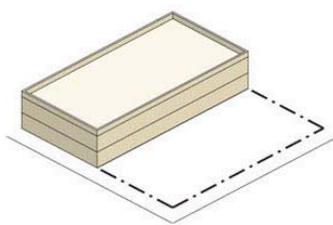
**Elevation height**– the height of a building as measured from sea level.

**Environmentally sustainable design** – green design – practices that reduce environmental impacts by influencing design, construction, and deconstruction choices. Innovative practices are promoting a variety of sustainable building techniques, such as use of green building materials, energy and water-efficient design, and demolition material reuse and recycling (as described on [www.epa.gov](http://www.epa.gov) dated April 20, 2006).

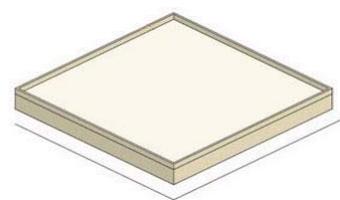
**Floor Area Ratio (FAR)** – a measure of square footage permitted, per the base zoning district. The FAR determines the total amount of square footage that can be built on the property. The ratio is the gross square footage of the building to the area of the property. The square footage allowed on a particular property is determined with the following formula: *Total square footage allowed = FAR \* total square footage of the property.* See accompanying figure.



FAR = 1.0  
10,000 sf lot with 10,000 sf  
building covering 25% of lot



FAR = 1.0  
10,000 sf lot with 10,000 sf  
building covering 50% of lot



FAR = 1.0  
10,000 sf lot with 10,000 sf  
building covering 100% of lot

**Heat island effect** - urban air and surface temperatures that are higher than nearby rural areas. Air temperature in urban areas can be up to 10°F (5.6°C) warmer than the surrounding natural land cover. Heat islands form as natural land cover is replaced with pavement, buildings, and other infrastructure. These changes contribute to higher urban temperatures in a number of ways: displacing trees and vegetation minimizes the natural cooling effects of shading and evaporation of water from soil and leaves, tall buildings and narrow streets can heat air trapped between them and reduce air flow, Waste heat from vehicles, factories, and air conditioners may add warmth to their surroundings, further exacerbating the heat island effect (as described on [www.epa.gov](http://www.epa.gov) dated January 16, 2007).

**Historic Zoning Overlay** – as described in Metro Zoning Code 17.36.100, an overlay of zoning designed to protect a neighborhood’s historical character, by requiring review of exterior work on buildings including new construction, additions, demolition and relocation. Historic zoning districts are locally designated and administered by the Metropolitan Historic Zoning Commission (MHZC). Historic zoning is a type of overlay zoning that applies in addition to the base or land use zoning of an area; it has no impact on use.

**Land Use Policy Application (LUPA)** – a document, as adopted, May 27, 2004 and subsequently amended, which guides the development of community plans and provides specific guidance on land use intent. In 2008 this document was updated to include more of an emphasis on design character and renamed the Community Character Manual. In subsequent Community Plan documents, the Community Character Manual will replace LUPA when individual community plans are updated or amended.

**Land Use Policy Plan Map** – (formerly called the “Structure Plan Map”) – displays land use policies that guide the future use of land within Downtown. These policies reflect the Overarching Goals section of the plan, complement the Community Transect, and are coordinated with the Transportation Plan.

**Local Landmarks** – a locally applied and administered historic designation that honors the landmark’s historical significance and with that recognition, protects the building or site’s unique character thru review of exterior work on buildings. Historic landmarks are locally designated and administered by the Metropolitan Historic Zoning Commission (MHZC) as described in Metro Zoning Code 17.36.100. Designation as a historic landmark is a type of overlay zoning that applies in addition to the base or land use zoning of an area; it has no impact on use. The Historic Landmark is most often also listed in the National Register of Historic Places either individually or as part of a district.

**Massing** – the three-dimensional form or volume of a building.

**Mixed use** – multiple uses on one property; multiple uses within one block; multiple uses within one neighborhood.

**Multi-family** - three or more dwelling units within a single structure.

**National Historic Landmarks** – buildings, sites, districts, structures, and objects that have been determined by the Secretary of the Interior to be nationally significant in American history and culture.

**National Register-Eligible** – a property believed to qualify for listing on the National Register.

**National Register of Historic Places** – the Nation’s official list of cultural resources worthy of preservation; administered by the National Park Service, which is part of the U.S. Department of the Interior.

**Open Space** - includes, but is not limited to, parks, plazas, courtyards, playing fields, trails, greenways, and golf course. Open space may be public or privately held and may be used for active or passive recreation.

**Potential Open Space** – areas recommended, by the plan, to become publicly held open space in the future. Potential Open Space is indicated on the Detailed Land Use Plan map for each neighborhood as an open space with a dashed line around it. Because Metro’s ability to secure the property for open space is not certain, each potential open space has listed a land use policy (parks and open space reserve) and an alternate policy, generally mixed use, which is to be followed if the property does not develop as an open space. These are noted in the Special Policies for each neighborhood.

**Primary entrances** – the main pedestrian (not vehicular) entrance to a building.

**Single Family Dwelling** - A permanent building containing only one dwelling unit.

**Special Policy** – policies used to clarify the type of development intended and provide additional guidance, beyond the land use policy, for new development. The most common types of special policies are those applied to potential open space, which state that the preferred land use policy is parks and open space reserve, but also offer an alternate policy in case the property is not secured for a park. Special policies are also used to address specific development projects or topics such as the Fairgrounds. Special policies on development topics are included the beginning of Chapter V. The locations of special policy areas are shown on the Land Use Policy Plan map.

**Specific Plan (SP)** – as defined by the Metro Zoning Code “The SP District is intended to implement the context sensitive development and land use compatibility provisions of the general plan for all land use policies. The district shall be used to promote site specific development in the location, integration, and arrangement of land uses, buildings, structures, utilities, access, transit, parking and streets. A site specific plan shall establish specific limitations and requirements, including any not addressed by this title, so as to respect the unique character and/or charm of abutting neighborhoods and larger community in which the property is located.” (17.08.020 C). SP zoning is a base zoning district where the regulations for development (including, but not limited to, uses, massing, setbacks, orientation, building materials, landscaping/buffering, parking, access, etc.) are determined for the particular development, on the particular site, taking into account the context of the development.

**Structured Parking** – below ground or above ground parking in decks or completely enclosed structures.

**Transect** – a system for categorizing, understanding and guiding the various levels of development within a region, from the most rural to the most urban. The Transect is discussed in greater detail in Chapter III.

**Urban Design Overlay (UDO)** - a UDO overlays the current base zoning and allows for development standards above and beyond those in the base zoning. The UDO is a zoning tool that requires specific design standards for development in a designated area. A UDO is used to either protect the pre-existing character of the area or to create a character that would not otherwise be ensured by the development standards in the base zoning district.

**Workforce housing** – housing with a range of sizes, cost and tenure (both rental and owner-occupied) to accommodate a diverse range of employees and their families.

**Worthy of Conservation** – a property that may not meet National Register criteria for significance, but have historic or architectural merit and value in its context.

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## APPENDIX C - CAPITAL IMPROVEMENTS BUDGET PROJECTS

The projects presented in this section come from the Capital Improvements Budget (CIB) for Fiscal Years 2007/08 through 2013/14. Inclusion of a project in the CIB does not necessarily mean that the project will be funded; however, a project must be included in the CIB in order to be funded. Each year following the adoption of the CIB, Mayor and Council select several projects from the budget (the Capital Improvements Program) and issue a capital outlay package in accordance with the bonding capacity of the Metropolitan Government for that fiscal year.

Capital projects that are clearly located in the South Nashville community are included in the table below. Following the table is a list of projects that either impact multiple communities or their precise location has not been determined. Those projects may, but do not necessarily, include components located in South Nashville. For example, the project “Middle School Athletic Fields” may or may not include improvements at one or more middle schools in South Nashville. The department sponsoring a project should be contacted for details about its location(s) and status. The CIB can be viewed on-line at the following web address: [http://www.nashville.gov/finance/docs/omb/capital-budget/07-08-Mayors-CIB\\_2\\_.pdf](http://www.nashville.gov/finance/docs/omb/capital-budget/07-08-Mayors-CIB_2_.pdf)

**Capital Improvement Projects in South Nashville**

Department Name	Project ID	Project Title	Project Description	Project Status	Address	Method Description	FY 2008	Total
Health	06HD0004	NEW WOODBINE CLINIC	TO ADDRESS THE PLANNING, DESIGN, AND CONSTRUCTION NEEDS ASSOCIATED WITH THE NEW WOODBINE CLINIC.	Resubmitted-Not Started		Proposed G.O. Bonds	6,500,000	6,500,000
MDHA	02HA001	MARTIN NEIGHBORHOOD STRATEGY AREA - IMPROVEMENTS	MARTIN NEIGHBORHOOD STRATEGY AREA - IMPROVEMENTS	Resubmitted-In Progress		Approved CD Funds	400,000	400,000
MDHA	06HA0004	MURFREESBORO ROAD COMMERCIAL DISTRICT - COMMERCIAL REVITALIZATION	MURFREESBORO ROAD COMMERCIAL DISTRICT - COMMERCIAL REVITALIZATION	Resubmitted-In Progress		Approved CD Funds	600,000	600,000
Metro Action Commission	08AC0001	BERRY HEAD START CENTER FUTURE RENOVATION AND UPGRADES	REPLACE EXISTING PLUMBING AND WINDOWS	New	2233 Winford Ave 37211	Proposed 4% Funds	300,000	300,000
MNPS	03BE0020	FALL-HAMILTON ELEMENTARY RENOVATION	FALL-HAMILTON ELEMENTARY SCHOOL - RENOVATE FACILITY	Resubmitted-Not Started	510 WEDGEWOOD AV 37203	Proposed G.O. Bonds		1,463,000
MNPS	03BE0022	GLENCLIFF ELEMENTARY RENOVATION	GLENCLIFF ELEMENTARY SCHOOL - RENOVATE FACILITY	Resubmitted-Not Started	120 ANTIOCH PK 37211	Proposed G.O. Bonds		1,524,000

## Capital Improvement Projects in South Nashville (continued)

Department Name	Project ID	Project Title	Project Description	Project Status	Address	Method Description	FY 2008	Total
MNPS	03BE0035	JOHNSON ALTERNATIVE MIDDLE SCHOOL RENOVATION	JOHNSON SCHOOL - RENOVATE FACILITY	Resubmitted-Not Started	1200 2ND AV S 37210	Proposed G.O. Bonds		2,587,000
MNPS	03BE0046	MURRELL SPECIAL EDUCATION	MURRELL SCHOOL - RENOVATE FACILITY	Resubmitted-Not Started	1400 14TH AV S 37212	Proposed G.O. Bonds		1,795,000
MNPS	03BE0047	NASHVILLE SCHOOL OF THE ARTS AT TPS	RENOVATION OF TENNESSEE PREP SCHOOL FOR THE NASHVILLE SCHOOL OF THE ARTS.	Resubmitted-In Progress	3500 JOHN MALLETT DR 37218	Proposed G.O. Bonds		2,500,000
MNPS	04BE0013	GLENCLIFF HIGH RENOVATION	GLENCLIFF HIGH RENOVATION	Resubmitted-Not Started	160 ANTIOCH PIKE 37211	Proposed G.O. Bonds		0
MNPS	04BE0035	WRIGHT MIDDLE RENOVATION	WRIGHT MIDDLE RENOVATION	Resubmitted-Not Started	180 MCCALL ST 37211	Proposed G.O. Bonds		0
Parks	04PR0007	DOG PARK	LAND ACQUISITION FOR A DOG PARK TO SERVICE DISTRICTS 17,18,24, & 25	Resubmitted-Not Started		Proposed G.O. Bonds	1,000,000	1,000,000
Police	06PD0004	VEHICLE IMPOUND LOT - DRAINAGE DITCH RECONSTRUCTION	TO ADDRESS THE PROBLEMS ASSOCIATED DURING HEAVY RAINS AND FLASH FLOODING, WATER FLOWS OUT OF THE DRAINAGE DITCH AND FLOODS A PORTION OF THE IMPOUND LOT. THE WATER IN THIS AREA WILL ACCUMULATE CAUSING DAMAGE TO IMPOUNDED VEHICLES.	Resubmitted-Not Started	NA 1201 Freightliner Drive 37210	Miscellaneous Funds	512,000	512,000
Police	06PD0005	VEHICLE HOUSING	CONSTRUCTION OF A CARPORT OR STORAGE FACILITY THAT COULD HOUSE UP TO 200 VEHICLES. THIS IS NEEDED FOR THE PROTECTION OF IMPOUNDED MOTORCYCLES, BOATS, VEHICLES WITHOUT DOORS, WINDOWS, OR TOPS THAT CANNOT BE SECURED OR PROTECTED FROM THE WEATHER. THE BUILDING WILL ALLOW SECURE AND PROTECTED STORAGE FOR THE INTEGRITY OF EVIDENCE AND PROTECTION FROM THE ELEMENTS ON ITEMS THAT ARE RETURNED TO THE INDIVIDUAL. TO BE LOCATED ON VEHICLE IMPOUND LOT AS RECOMMENDED IN MGT AUDIT 4.16.	Resubmitted-Not Started	NA 1201 Freightliner Drive 37210	Miscellaneous Funds		6,296,000
Police	06PD0006	AUTO THEFT BUILDING	CONSTRUCTION OF A 20' X 30' BUILDING TO BE USED TO INSPECT VEHICLES FOR PURPOSE OF EVIDENCE GATHERING AND IDENTIFICATION.	Resubmitted-Not Started	NA 1201 Freightliner Drive 37210	Miscellaneous Funds	118,000	118,000

**Capital Improvement Projects in South Nashville (continued)**

<b>Department Name</b>	<b>Project ID</b>	<b>Project Title</b>	<b>Project Description</b>	<b>Project Status</b>	<b>Address</b>	<b>Method Description</b>	<b>FY 2008</b>	<b>Total</b>
Public Works	<b>03PW0028</b>	SIDEWALKS-FINLEY DR, WINTHORNE DR, GLENGARRY DR	INSTALLATION OF SIDEWALKS ON FINLEY DRIVE, WINTHORNE DRIVE AND GLENGARRY DRIVE AND IN FRONT OF GLENGARRY ELEMENTARY.	Redirected		Proposed G.O. Bonds		850,000
Public Works	<b>06PW0007</b>	FESSLERS LANE AT MURFREESBORO ROAD INTERSECTION IMPROVEMENTS	ADD TURN LANES ON FESSLERS LANE APPROACHES	Resubmitted-Not Started		Proposed G.O. Bonds	250,000	3,500,000
Public Works	<b>97PW051</b>	SPENCE LANE-	WIDENING AND ADD LANES FROM ELM HILL TO MURFREESBORO PIKE	Resubmitted-Not Started		Proposed G.O. Bonds	250,000	4,250,000
State Fair Board	<b>07FB0003</b>	MISCELLANEOUS MAJOR REPAIR AND MAINTENANCE	VARIOUS MISCELLANEOUS MAJOR REPAIR AND MAINTENANCE ITEMS, IN ORDER TO MAINTAIN 30+ YEAR OLD BUILDINGS AT THE FAIRGROUNDS.	Resubmitted-Not Started		Enterprise Funds	150,000	150,000
State Fair Board	<b>08FB0004</b>	REPAIR / UPGRADE ELECTRICAL SYSTEM IN RV LOTS AT THE TENNESSEE STATE FAIRGROUNDS	REPLACE AND UPGRADE THE ANTIQUATED ELECTRICAL SYSTEMS SERVICING PART OF THE RV LOTS ON THE TENNESSEE STATE FAIRGROUNDS.	New		Enterprise Funds	75,000	75,000
State Fair Board	<b>08FB0005</b>	REPLACE 6 ROLL-UP DOORS IN THE LONG BARN / SPORTS ARENA	THESE 6 ROLL-UP DOORS ARE AT THE END OF THEIR USEFUL LIFE AND NEED TO BE REPLACED.	New		Enterprise Funds	28,000	28,000
State Fair Board	<b>08FB0006</b>	REPLACE EXISTING PIT AREA CONCESSION STAND WITH ADA COMPLIANT CONCESSION STAND	THE EXISTING CONCESSION STAND IN THE PIT AREA OF THE RACE TRACK IS NOT ADA COMPLIANT, AND THEREFORE NEEDS TO BE REPLACED.	New		Enterprise Funds	170,000	170,000
State Fair Board	<b>08FB0007</b>	CONSTRUCT A FACILITY FOR CYCLISTS AT THE TENNESSEE STATE FAIRGROUNDS	CONSTRUCT A FACILITY FOR CYCLISTS AT THE TENNESSEE STATE FAIRGROUNDS	New		Proposed G.O. Bonds	500,000	500,000

## Capital Improvement Projects in South Nashville (continued)

Department Name	Project ID	Project Title	Project Description	Project Status	Address	Method Description	FY 2008	Total
Water and Sewer	<b>02DG0014</b>	MILL CREEK FLOOD STUDY WITH COE	JOINT PROJECT WITH CORP OF ENGINEERS, WILLIAMSON COUNTY, BRENTWOOD, NOLENSVILLE	Resubmitted-In Progress		Federal Funds	2,100,000	16,400,000
Water and Sewer	<b>02DG0014</b>	MILL CREEK FLOOD STUDY WITH COE	JOINT PROJECT WITH CORP OF ENGINEERS, WILLIAMSON COUNTY, BRENTWOOD, NOLENSVILLE	Resubmitted-In Progress		Operating Budget Funds	1,100,000	8,800,000
Water and Sewer	<b>04WS0010</b>	FEMA PARTICIPATION - STORMWATER HOME BUYOUT	HOME BUYOUT PROGRAM WITH FEMA INCLUDING WIMPOLE DRIVE AND OTHER AREAS TO BE DETERMINED. METRO PAYS 25% OF TOTAL PROJECT COST; FEMA PAYS 75%	Resubmitted-In Progress		Operating Budget Funds	1,000,000	4,000,000
Water and Sewer	<b>07WS0005</b>	OMOHUNDRO WTC FACILITY IMPROVEMENTS AND REFURBISHMENT S	ARCHITECTURAL IMPROVEMENTS TO THE BOILER HOUSE; AND PUMPING STATION REFURBISHMENTS INCLUDING ROOF & CEILING; AND REPLACEMENT OF THE GUTTERS AND DOWNSPOUTS.	Resubmitted-Not Started	1400 Omohundro Drive 37210	Operating Budget Funds		6,250,000

The Capital Improvement Projects that may or may not involve the South Nashville community are listed below. The department, project number and project title are listed for each project.

Finance **02FI021** Major Maintenance – Facilities

Finance **08FI0023** Native American Indian Association - Capital Grant For Native American Indian Center In Nashville

MNPS **04BE0037** Middle School Athletic Fields

MTA **08MT0001** MTA FY2008 Capital

Nashville Electric Service **04ES0001** Electric System Construction, Additions And Improvements

Parks **02PR012** Master Plan For Metro

Parks/Greenways - Implementation

Public Works **00PW004** Countywide Signal Intersection Maintenance

Public Works **00PW008** Signal Intersection Upgrade

Public Works **04PW0025** Traffic Calming

Social Services **08HR0002** Affordable Housing - Homelessness Initiative

Social Services **08HR0003** Homeless Commission Improvements

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Department of General Services Publication, June, 2008; 200 copies;  
 this public document was promulgated at a cost of \$23.44 per copy

# SOUTH NASHVILLE COMMUNITY LAND USE POLICY PLAN

## South Nashville Land Use Policy Plan

Adopted December 13, 2007

The Land Use Policy Plan presents the land use policy for the community. It provides parcel-specific information about the type of development envisioned on the property. All boundaries of the Land Use Policy Plan areas are intended to be definitive lines that are subject to being modified only by amendment. These boundaries consist mainly of lot and property lines, centerlines of public street and railroad right-of-way, steep slope areas, or other easily identifiable features. The land use policy categories are as follows:

### SPECIAL POLICIES

#### Special Policy Area 1 – Metro “Fairgrounds” Property

- Continued use of this unique public space for the annual state fair and a variety of other appropriate, community-oriented activities is intended. Development and use of the fairgrounds should be sensitive to, and compatible with, the surrounding community, especially the nearby residential areas. In the event that existing activities that are a nuisance to residential development (particularly automobile racing) cease operations, they should be replaced by activities that are compatible with surrounding residential; the nuisance activities should not be allowed to return in the future.
- The portion of the fairgrounds site that contains the racetrack and grandstands is designated as Impact (I) policy, reflecting the nature of the existing use and uncertainty about its future. Should the auto racing activity cease, the alternate policy applicable to this area is “Open Space” and use of this area should be guided by items 1 and 4 in this special policy.
- The portion of the site that is defined floodway and 75-foot floodway buffer of Brown’s Creek should remain undeveloped and be limited primarily to passive recreational uses and open space. Within the floodway, a greenway easement should be defined and dedicated between Nolensville Pike and Bransford Avenue and developed as part of the county-wide greenway system.
- A master site plan is recommended to guide physical development of the site and to promote neighborhood-friendly activities, design, and integration with the surrounding area. The master site plan should include, but not be limited to, recommendations for buildings and other structures, appropriate activities and functions, access, parking and traffic circulation, pedestrian facilities, landscape buffering and on- and off-site utilities and other needed infrastructure.

#### Special Policy Area 2 – Metro Ft. Negley Park: Greer Stadium Site

- In the event that the current ballfield activity ceases, the site should be unified with the portion of Ft. Negley Park that contains the Adventure Science Center and historic Ft. Negley. Development should be based on an updated unified master development plan for the entire park that recognizes its unique regional role and enhances its cultural and historic value.
- Some of the site may be appropriate for non-recreational, community-oriented and/or essential services provided by the Metropolitan Government, as long as they are adequately buffered and the integrity of the park is maintained. Proposals should be considered on their merits and incorporated into the master plan for the park. Possible examples include a fire station, library, social service outlet or health clinic.
- Leasing all or some of the site may be appropriate for activities other than those described in items 1 and 2 provided they:
  - offer a clear public benefit,
  - are accessible to the general public, and
  - do not adversely impact the operation and enjoyment of the remainder of the park.

#### Special Policy Area 3 – Thompson Ln. Corridor: Simmons Ave. to Mashburn Rd Intersection

- Land uses intended in the NG, RM and RLM policy areas include all types of residential development, community services customarily allowed in residentially zoned areas, and offices. Land uses intended in the NC policy area are those allowed in the MUL zone district.
- Maximum recommended intensity (measured in “floor to area ratio,” the ratio of square footage allowed in the building compared to the area of the property) is 0.80 in the NG and NC policy areas, 0.60 in the RM policy area, and 0.40 in the RLM policy area. Maximum recommended residential density is 20.0 units/acre in the NG and NC policy areas. The standard maximum densities are recommended for the RM policy area (9.0 units/acre) and the RLM policy area (4.0 units/acre).
- Maximum recommended height is 3 stories (up to 45 feet) throughout the special policy area.
- Parcel and access consolidation and, to the extent practical, cross-access between abutting uses are encouraged to reduce and manage traffic along Thompson Lane. New development and redevelopment should be pedestrian-friendly. Buildings should be oriented toward and placed closer to Thompson Lane, with parking areas consolidated beside and/or behind buildings.
- Design-based zoning (i.e. either SP or a UDO or PUD in combination with an appropriate base district) is recommended wherever a zone change is necessary to ensure the intended type and design of development and the provision of any needed infrastructure

#### Special Policy Area 4 – Pepsico Bottling Site

- In the event that the current activity ceases, redevelopment of this industrial site to a mixture of uses is appropriate. This mixture would, ideally, include a significant amount and variety of housing. Redevelopment should be guided by a master development plan for the entire site that is coordinated and integrated in use and connectivity with the abutting 100 Oaks area development.
- Development should be urban in character and design; three stories at a minimum. Four to ten story mixed use buildings with upper floor residential and all-residential buildings are appropriate. A key requirement of additional development, that cannot be supported by existing infrastructure, is the provision and coordination of necessary infrastructure improvements with that development.
- Design-based zoning (i.e. either SP or a UDO or PUD in combination with an appropriate base district) is recommended to ensure:
  - the intended mix and character of development and
  - the timely and coordinated provision of needed infrastructure improvements with the development they will support.

#### Special Policy Area 5 – Sidco Dr. Area North of Armory Dr

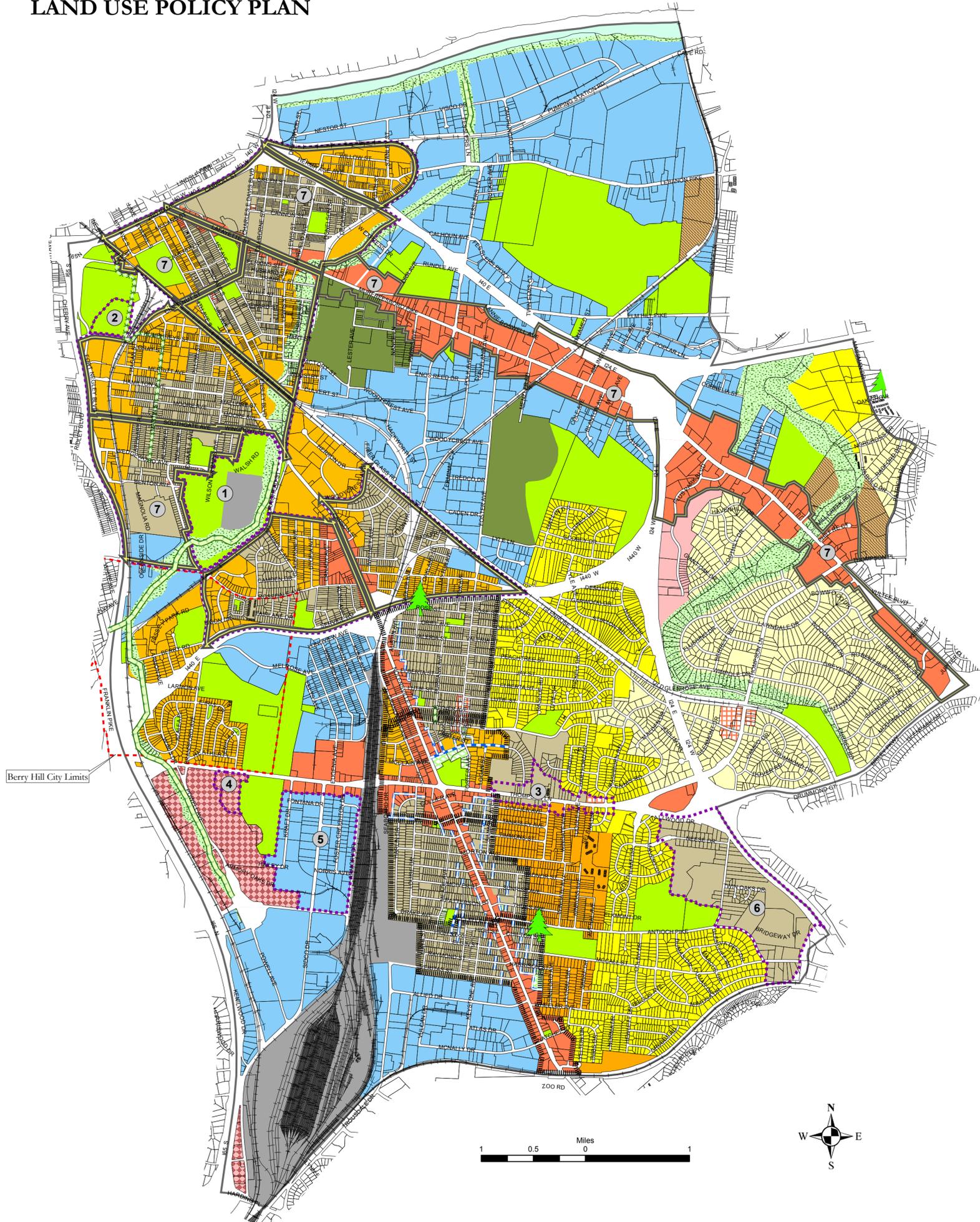
- Incremental transition from industrial to a mix of commercial businesses, offices, a variety of urban residential development, community services and open space is appropriate in this area. A block-by-block mixture of residential and nonresidential uses, including vertically mixed buildings, is encouraged, except in blocks next to the rail switchyard, where residential development may not be appropriate. The broadening of uses should be preceded and guided by a master development plan for the entire area. The master plan should include phasing:
  - to facilitate an orderly progression of new development and
  - to tie and coordinate development in each phase with infrastructure improvements necessary to support it.
- Development of the southwestern portion of this area should be coordinated with, and integrated in, uses and connectivity with the abutting 100 Oaks area development. Development along the area’s eastern edge should be compatible with the CSX Radnor rail switchyard.
- The appropriate bulk and intensity of new development and zoning to implement the master plan should be determined in conjunction with preparation of that plan.

#### Special Policy Area 6 – Glenciff Rd. / I24 Area

- The goals for special policy area 6 are to increase home ownership and to provide an integrated mix of housing with an open, pedestrian-friendly character. The special policies are as follows.
- Appropriate types of new residential development intended in this area are “single family detached” and “townhouses on individually subdivided lots.”
  - The maximum recommended density of new residential development that requires a zone change is 9.0 units/acre, subject to the availability or provision of adequate support infrastructure. The density of existing development that is already over 9.0 units/acre should not be increased.
  - Maximum recommended height is 3 stories throughout the special policy area.
  - Consolidation of properties is encouraged, particularly the underutilized ones east of Glenciff Drive and those fronting on Antioch Pike. Street system and pedestrian pathway connectivity should be emphasized in the design of new development.
  - Design-based zoning (i.e. either SP or a UDO or PUD in combination with an appropriate base district) is recommended to ensure the intended form of development and provision of any needed infrastructure improvements.

#### Special Policy Area 7 - Future Neighborhood and Corridor Design Plan Areas

- This Special Policy applies to Community Center, Neighborhood Urban and Neighborhood Center policy areas for which there is no Detailed Neighborhood or Corridor Design Plan. The purpose of this Special Policy is to refine the policy provisions for these areas to help guide land use decisions until more detailed planning efforts can be completed. The special policies are as follows:
- For all portions of Special Policy Area 7, the only applications for rezonings of residential districts to a mixed use, office, or office/residential district that should be supported, unless there are exceptional circumstances, are those that:
    - are for a Specific Plan district or are accompanied by an Urban Design Overlay or Planned Unit Development application; and
    - have been presented to the local public for input at one or more community meetings prior to the Planning Commission public hearing on the application.



### Land Use Plan Policy Categories

**NCO** **Natural Conservation**  
mostly undeveloped areas characterized by wide-spread steeply sloping terrain, unstable soils, floodplains or other environmental features that are constraints to development at suburban or urban intensities. NCO areas are intended to be rural in character, with very low intensity development.

**OS** **Open Space**  
encompasses a variety of public private not-for-profit, and membership-based open space and recreational activities.

**POS** **Potential Open Space**  
areas intended to become or remain permanent open space but may not be currently publicly owned.

**RL** **Residential Low Density**  
accommodates residential development within a density up to 2 dwelling units per acre.

**RLM** **Residential Low-Medium Density**  
accommodates residential development within a density range of 2 - 4 dwelling units per acre.

**RM** **Residential Medium Density**  
accommodates residential development within a density range of 4 - 9 dwelling units per acre.

**RMH** **Residential Medium High Density**  
accommodates residential development within a density range of 9 - 20 dwelling units per acre.

**NG** **Neighborhood General**  
allows for residential development in a more traditional neighborhood pattern, with a mixture of housing types at moderate intensity.

**MI** **Major Institutional**  
accommodates large educational, civic, or institutional uses.

**OC** **Office Concentration**  
significant employment center with emphasis on office development.

**NU** **Neighborhood Urban**  
a “walk to” area for the surrounding neighborhood for gathering or providing daily convenience needs.

**CC** **Community Center**  
mix of retail and service that serves several neighborhoods. Also contains higher-intensity residential.

**NU** **Neighborhood Urban**  
intended for a broad mix of uses with the pattern and character guided by a design plan.

**CMC** **Commercial Mixed Concentration**  
accommodates wide range of commercial, office, and employment activities to serve the surrounding community.

**IN** **Industrial**  
allows light industry/manufacturing, as well as distribution uses.

**I** **Impact**  
a type of special district dominated by one or more activities that have, or can have, a significant adverse impact on the surrounding area.

**W** **Water**

**#** Special Policy Area in Community Plan (number on graphic corresponds with number on “Special Policy” list)

Adopted Detailed Neighborhood Design Plan (DNDP) Area

Future Detailed Neighborhood or Corridor Design Plan Area

### Other Map Features

Suggested New Street

Suggested New Service Lane

Street Realignment

Convert Right-of-Way to Property

Community Plan Additional Greenway

Proposed Multi-use Path

Area recommended for neighborhood or mini-park addition to the Parks Master Plan



# PEDESTRIAN AND BICYCLE NETWORK PLAN

South Nashville Community

## TRANSPORTATION PLANS

### VEHICLE TRANSPORTATION PLAN

#### Legend of Street Plans

- Major - Existing
- - - Major - Planned
- Collector - Existing
- - - Collector - Planned
- · - · - Upgrade Existing Street to Collector
- · - · - Add As Planned Collector
- · - · - Delete from Collector Street Plan
- · - · - Suggested New Street
- · - · - Suggested New Service Lane
- = = = = = Street Realignment
- x x x x x Convert Right-of-Way to Property

#### Legend of Projects

- ##### Intersection Realignments
- Eugenia Avenue and Sidco Drive
  - Powell Avenue and Thompson Lane
  - Rosedale Avenue and Glenrose Avenue

- ##### CIB Projects
- Add turn lanes on Fesslers Lane approaches from Murfreesboro Pike
  - Widen from 4 to 5 lanes between Murfreesboro Pike and Elm Hill Pike

- ##### LRTP Projects
- Widen from 6 to 10 lanes by 2016
  - Widen from 6 to 8 lanes by 2016
  - Widen from 2 to 5 lanes by 2016
  - - - - - Widen from 4 to 5 lanes by 2025

- ##### TIP Projects
- ▲▲▲▲▲ Add 2 lanes for merging and exiting movements
  - ▲▲▲▲▲ Construct noise barrier wall

TIP = State 3-year Transportation Improvement Program  
 LRTP = State Long Range Transportation Plan  
 CIB = Metro Capital Improvements Program and Budget

### PEDESTRIAN AND BICYCLE NETWORK PLANS

#### Pedestrian Network Plans

- - - - - Proposed Additional Greenway
- ▲▲▲▲▲ Proposed Multi-use Path
- Existing Sidewalk (2006)
- Staff Identified Sidewalk Need
- Community Identified Sidewalk Need
- Staff Identified Sidewalk Need Area
- 41 - 50 Sidewalk Priority Index
- 31 - 40 (out of 60 maximum)
- 20 - 30

- Park
- School

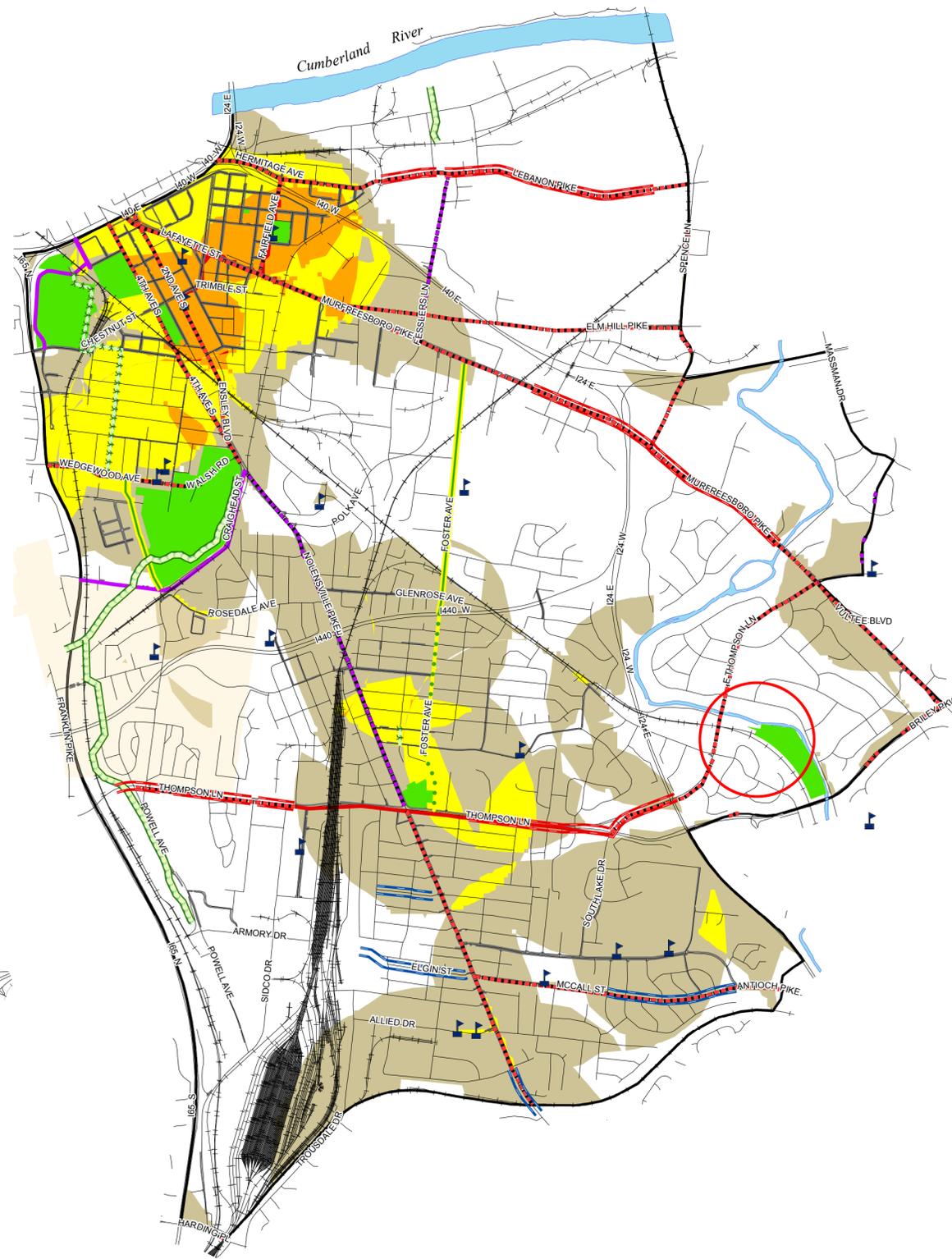
#### Bikeway Network Plans

- Bike Lane Existing
- - - Bike Lane Planned
- Bike Route Existing
- - - Bike Route Planned
- Proposed Bike Lane
- - - Proposed Bike Route

## VEHICLE TRANSPORTATION PLAN



See page 53 for design recommendations for Armory - Elgin connection



*The mission of the Metropolitan Nashville Planning Commission  
is to provide education, information, recommendation, and leadership products  
to citizens of Nashville so they can enjoy a quality life  
enriched by choices in housing and transportation,  
efficient use of public infrastructure,  
distinctive community character,  
and a robust civic life.*

*The Metropolitan Nashville Planning Department is committed to a public planning process  
that builds on the desires, goals, and history of our diverse city.  
The Planning Department works with residents, business owners, property owners,  
government agencies, and elected officials to shape our community by*

*developing:*

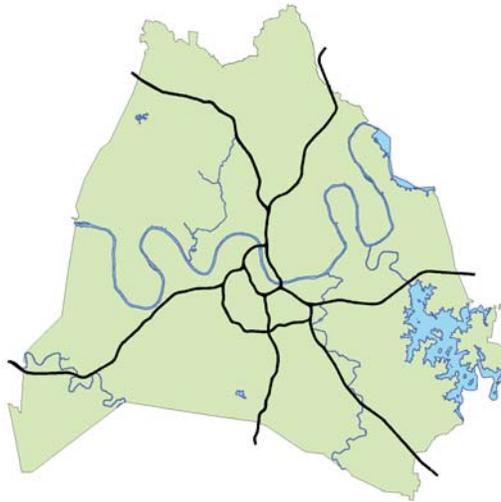
***Community Plans  
Detailed Neighborhood Design Plans  
Urban Design Overlays***

*reviewing:*

***Zone Changes  
Subdivisions  
Planned Unit Developments***

*and providing:*

***Internet Mapping Services  
Property Mapping Services***



For more information on the Metropolitan Nashville Planning Department  
and to learn about a particular plan or part of Nashville, please visit our website at:

**[www.nashville.gov/mpc](http://www.nashville.gov/mpc)**

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